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CRAFTSMAN

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PUBLICATION

DECEMBER 1966 — 50¢

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ON MODEL RR
OPERATION**

**5 PAGES
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COLOR**

**PAUL LARSON
WATERFRONT
INTERCHANGE**

**E. L. MOORE
TRACKSIDE
FEED PLANT**

**PLANS FOR
ALCO DH-643
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**NMRA
CONVENTION
REPORT**



SEE PAGE 21

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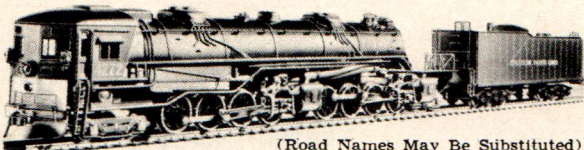
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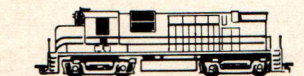
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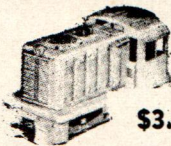
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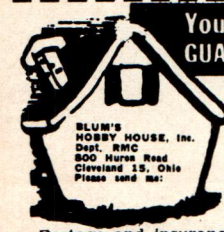
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F-7

SDP-40

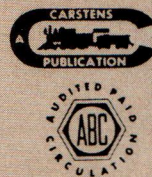
GP-9

SD-45

DD-40 (Coming Soon)

RAILROAD MODEL CRAFTSMAN

Including TOY TRAINS combined with ELECTRIC TRAINS and HOBBY RAILROADING, MINIATURE RAILROADING, MODEL & RAILWAY NEWS, THE O GAGER, and THE MODELMAKER (Est. 1924) Magazines.



While we have been pushing hard to make Railroad Model Craftsman an ever finer magazine for the model railroad hobbyist, it has become our custom to try and make the December issue something extra special, and the lineup this month looks something like Grand Central at rush hour time.

Whit Towers expounds happily on his philosophy of model railroad operation and it occurs to us that the tinplaters could take this article to heart and put a lot of scale modelers to shame. A few pages further down the line is Paul Larson with an interesting concept: the waterfront interchange, which is common to railroads in such diverse locales as Milwaukee, Chicago, Hoboken, and San Francisco. E. L. Moore is also back with a trackside feed mill which will make a nice cold winter project.

In the way of plans, we've an Alco DH-643 diesel which is a hydraulic drive job similar to the Krauss-Maffei. Also plans for two different Pullman lightweight sleepers suitable for a wide variety of roads, and a rugged looking PSNJ double truck snow plow. Our Erie boxcab diesel will be along in an issue or two, when we round up a few better photos.

This issue also is the first in which we've made full use of color photos in our articles. You'll find from one to three color photos tied in with the articles on Operation. Waterfront Interchange, NMRA Convention Report, and Toy Train Makers. We hope you enjoy them and we will appreciate your comments. Full process color by lithography is very expensive and is possible only by the support given us by our advertisers. Your mention of RMC when writing them will help you to get more color in future issues.

Scale model railroading sometimes seems far removed from the train set of yesteryear which circled the tree though it seems we remember that old set as being just like the big trains that went by down at the depot. We know that the missus or the folks will see that you get that special loco or kit which you've scribbled along the edge of this page and circled in red, and left where they can read it! RMC makes a nice gift subscription, too, for any model rail. Gift cards will be air mailed out right through Christmas Eve, special delivery if need be.

From all the RMC staff, best wishes for a joyous and merry Christmas.



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THE COVER

Whit Towers' slightly fabulous Alturas & Lone Pine Railroad graces our full color cover, with a view of Keeling Bridge on the branch line. Another full color ALP photo is found on page 21. And if you like color, also take a look at pages 24, 45 and 48. Color photos by Whit Towers, Hal Carstens, John Greenland.

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SAFETY VALVE



Likes Jansen's Weathering

It happened again! You had to show another beautiful photo of Paul Jansen's engine terminal and SP motive power. I would certainly like to know how he weathers his engines.

Rod Aszman
1765 Berkshire Drive
Thousand Oaks, Calif. 91360

This letter will make Paul feel better after the letter from another irate reader taking Paul to task in last month's issue because his engines looked like a good reason for conversion to diesels. Ed.

Working Cable Cars

In the Aug. RMC I noticed an inquiry by L. T. as to modeling a cable car line. It would appear that you are unfamiliar with the work of Andrew Bianchi and Walter Harmon in San Francisco in the 1940's. They had developed over the years a very practical operating system for modeling the SF cable cars, which were exhibited at various SF shows around 1947-48.

At this time Mr. Harmon and Mr. Bianchi were operating a small basement factory for producing the Richard-Dennis line of cable car in which a Powell Street car and a California Street car were both modeled in 3/16" scale to operate on HO track. This was necessary in this post war era because of equipment shortages, permitting use of existing wheel sets, etc. The kits were of milled pine and die-cut, impressed paper. The Harmon-Bianchi method of operating cable cars was as follows.

A 1/4 inch diameter ball chain was carried about 1/2 inch below the street paving level in a milled groove cut in white pine, by a rotary cutter. The track work was made in two halves with the two halves being not quite put together in center, leaving a narrow slot. Piano wire mounted to the bottom of the cars projected down through the 1/64" slot to the ball chain, moved by means of rollers gripping the chain. The chain rollers were driven by a small 110 volt An-

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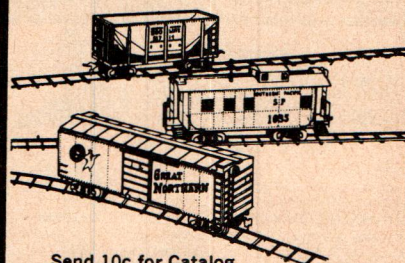
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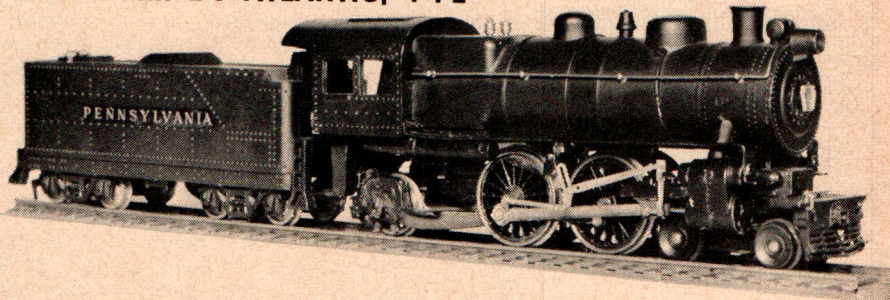
Complete with Low Side Tender, Kit... \$29.50
Loco Kit Only \$24.50
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This model of one of Pennsy's fast E-6 passenger engines has a well detailed diecast lead boiler, turned brass pop valves, whistle and handrail stanchions and a lost wax brass key-stone for the smoke box front. The walks on the side of the boiler are brass with diecast air tanks and air compressor. The mechanism has a diecast underframe with 80" drivers, embossed side and main rods and full working valve gear. Sprung tender trucks are equipped with RP25 wheels and an X2f coupler is supplied with the tenders.

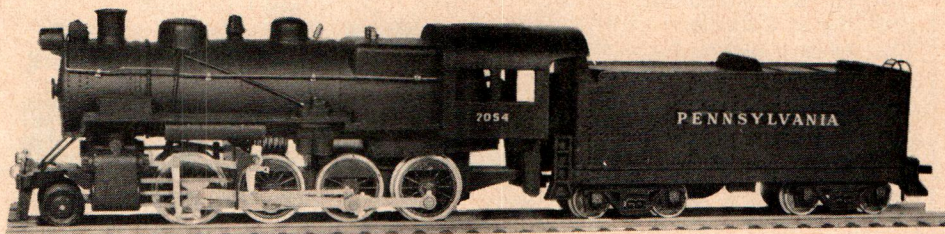
Mechanism for scratch builders..... \$18.50

Kit includes side rods, main rods, crossheads, valve gear, frame, cylinders, drivers, motor with worm, lead and trailing trucks. No boiler details or pilot are included.

BOWSER PRR E-6 ATLANTIC, 4-4-2



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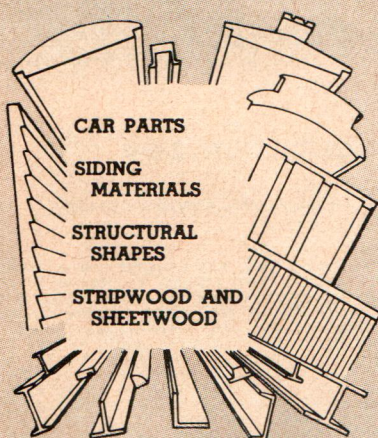
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Messrs. Bianchi and Harmon had a most satisfactory and practical system in operation. I haven't seen the pair since 1948 and would be most happy to hear from them again, in view of their kindness to me 20 years ago when I was a convalescent soldier at Letterman General Hospital.

John M. Callaway
2231 North Dixie
Lake Worth, Florida

He's Putting Us On!

Oh boy! Now, thanks to your October issue, I know what to do with all my AHM Plymouth switchers. I can convert one to HOn2, one to HOn3, one to standard gauge, and the rest to meter gauge to model the Viet Name National Railway. Now what do I do with all that HOn2½ gauge track?

Decker Doggett

3408 7th Ave. N.

Great Falls, Montana 59401

Maybe we can get Paul Larson or Russ Porter to do an article on converting an Espee Cab-Forward to HOn2½, so you can make good use of that extra track. Ed.

0 Gauge Trolley Sweeper

In your October issue you state that the PTC snow sweeper is the only commercial model of such a car. Our model has been on the market for about a year, ready to run, complete with unpowered brushes. The model is of a tank type trolley used also for washing down streets, and doubling as a dirt and snow sweeper. The car is 0 gauge. So is our double

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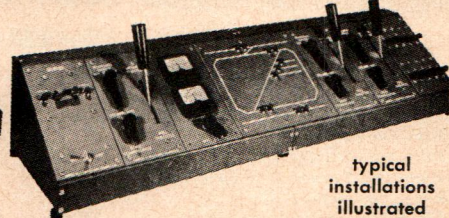
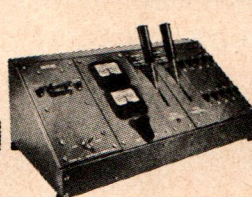
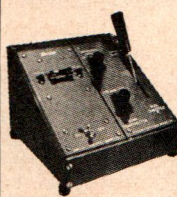
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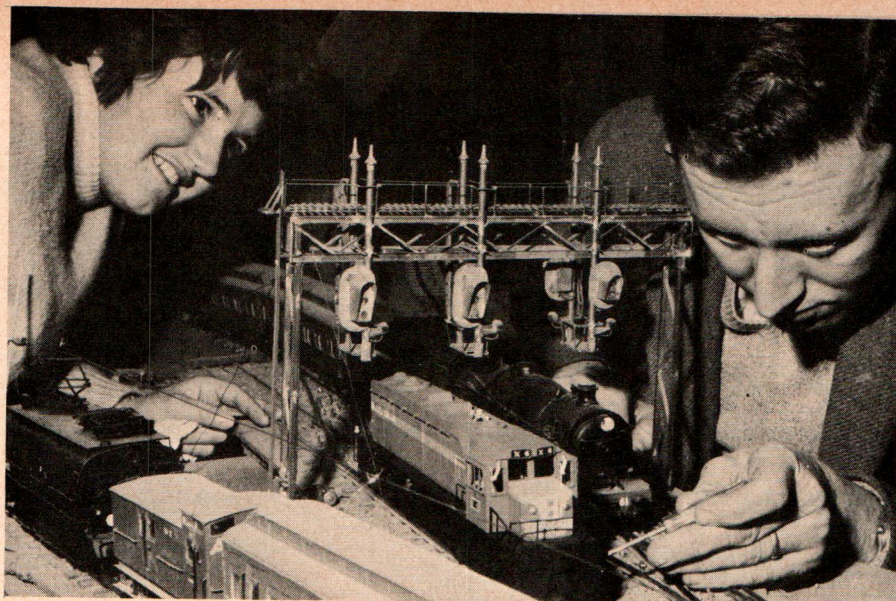
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Ian Weickhardt, 20 Wynette Ave., Upper Fern Tree Gully, Victoria, Australia, built this O gauge 1800 hp. GM diesel, beating the prototype Victorian Railways to the rails by a month. The loco which is styled somewhat like an SD-45, has a wood and card superstructure, plus sideframes home cast in type metal using dental wax for the master and a mold of dental plaster. Ian's pike measures 40x15', is all Australian prototype scratchbuilt.

decker trolley, the only operating car of its type sold commercially at this time that we know of.

David "O" King
1458 East 4th St.
Brooklyn, N. Y. 11230

Glad to see you are not hiding your light under a bushel completely. Now, how about a photo and further data. Ed.

Color Data And Photos Wanted

I am converting my fleet of HO boxcars into New York Central Pace-makers. I need to know the color of the sides. What are they?

David Mackay
269 Gaivan Pl.
Bergenfield, N. J.

Is it possible to obtain a color print or duplicate slide of the Susquehanna Alco RS-1 at Crystal Lake, N. J., which appeared on your Feb. 1966 cover? With the ding dong highway crossing signal, station with name clearly visible, and train, it makes for a classic shot.

Thomas J. Travers
41 Bowdoin St.
Worcester, Mass. 01609

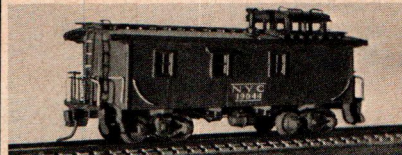
The above letters are typical of many received here at RMC which we have no answer for at this time. Best sources for paint and lettering information at this time are the various pamphlets and booklets published by the two big decal manufacturers: Champion and Walthers, plus your own observations. We hope sometime to be able to offer duplicate color slides of various of the color photos which appear in RMC. It would be possible to offer these at a relatively low rate in packages, slides having what we consider inferior color not true to the original, or we could

RAILROAD MODEL CRAFTSMAN

charge more for individual slides which approach the original for color quality. Gentlemen, your advice please. Ed.

(Continued on page 8)

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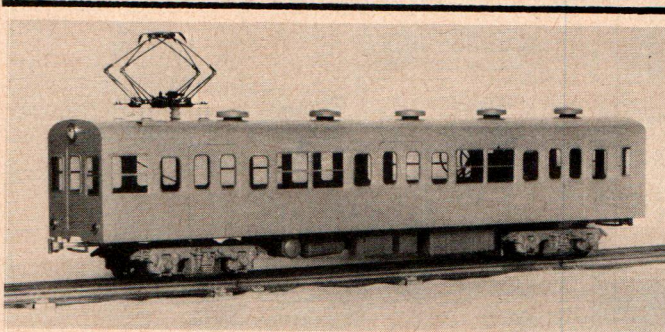
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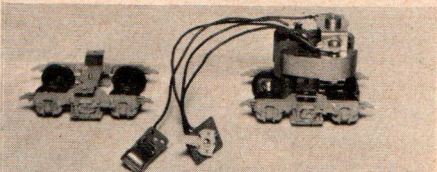
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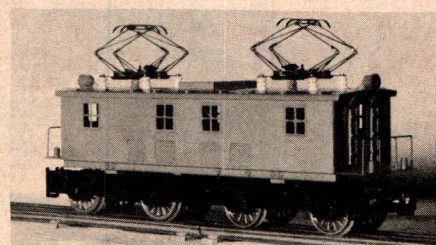
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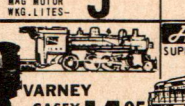
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Our 4-6-4 lurches east, fast as a bound, Bell a'ringing, whistle blowing, Santa Fe Mail.

Across Kansas northeast we go Through rain, sleet, or even snow. Crossings, signal towers, on snow Santa Fe Mail.

We made it, end of the run, go get a water pail, 4-6-4 sweating, thumping inside, that's our Santa Fe Mail.

J. E. Simpkins
90 Bon Air Drive
Tiffin, Ohio 44883

DISPATCHERS REPORT

Nathan Preston & Co., Box 145, Des Plaines, Illinois 60017, offering a number of unusual new catalogs. For N Gaugers, the Minitrix catalog at 35c and a combined Kibri — Kew Wi catalog also at 35c. TTers will want the new Rokal catalog at 60c. And in HO, the giant listing of Viking cars and trucks, all ready to run, or at least plunk on the layout, which also lists at 35c. Viking items new this year include an Opel Admiral with springs, Mercedes 220SE, Chevelle Malibu with springs, International Loadster truck, and a heavy duty dump truck. Most prices are in the 50c-\$1.00 range with a few big trucks going higher.

Tru-Scale Models, Dept. C, San Dimas, California, has been making HO track products as long as we can remember. If you like an HO track system that features wood ties, is self gauging, goes down fast, and has a good solid wooden base, its a line worth looking into. The Tru-Scale catalog at 25c is loaded with tips and hints regarding layout planning, wiring, and other puzzlers to beginners and veteran modelers. Also lists other T-S products.

Tri-Delt, Box 20311C, San Diego, Calif. 92120, is a new electronics firm with a new precision control system called Micro-Throttle. For full details on this transistorized, variable pulse-width unit that is designed to replace your present rheostat, send a 5c stamp to the makers.

Another new name, Westwood, Box 2412, Station C, Fort Wayne, Indiana 46807, is coming up with 1890 period passenger car kits with a revolutionary method of construction. Combin-

ing precision cut wood with intricate plastic injection moldings, these new craftsman type kits in plastic have to be seen to be believed. Over 160 parts per car. First cars include a Pullman and an observation for the Sunset Limited of 1890. Better yet, send for the for the catalog sheets and sample parts. Only 35c. These kits will create a stir.

Atlas Tool Company, 378 Florence Ave., Hillside, N. J. has a series of HO books on layouts and wiring which are musts to all Snap Track users and useful to most HOers generally. New is the giant King Size Layout Book at \$3.00 containing six all new HO layouts with all information needed to build them. Also, Custom Line Track at \$1.00, Wiring your HO Layout at \$1.00, 6 HO Railroads at \$1.00, and two 25c booklets on Snap Track Layouts and HO Motoring Layouts.

Campbell Scale Models, Box 121C, Tustin, California 92680, has been showing off their new signal monitor at several recent shows and from what we've seen, its performed flawlessly from morning til night, day after day. This gadget shows where any engine or lighted car is on your layout (or any car with metal wheels equipped with a resistance). Also shows occupancy even when track power is turned off; and when power is on, direction of travel. Suitable for all scales and gauges, from N through O, and HO, of course. This one will retail at \$12.95 and can be installed one block at a time. Unit is all solid state. The complete Campbell Scale Models catalog listing a wide variety of other Campbell craftsman-type wood kits is yours for 35c. And if you've hunted for slim scale sized wooden ties, Campbell has them by the million. Quite easy to lay using white glue and unsurpassed for realism.

Floquy Inc., Cobleskill, N. Y. 12043, has put its weathered black locomotive paint in aerosol cans, along with RR13S grimy black, RR74S boxcar red, and RR16S instant weathering. At your local dealer.

Replica Mail Specialties, Box 2820, Grand Central Station, New York, N. Y. 10017 has a big new catalog of railroadiana and books. Note the new address.

Thorley Hoople Toy Company, 1044 Webster Street, Palo Alto, California 94301, is making real old fashioned standard gauge toy trains designed to run your old Lionel, Flyer, or Ives track having 2 1/8" gauge. These are not cheapies but well worth investigating by any collector of old toy trains. First loco is a delightfully proportioned 4-4-0. Open ended passenger cars are reminiscent of very early Lionel construction; have wood roofs and floor, metal sides. Nicely finished, ready to run. Catalog is \$1.00.

Marklin fans will want the 1967 Marklin catalog for 50c, available from Nicholas Smith, 60 N. 11th St.,

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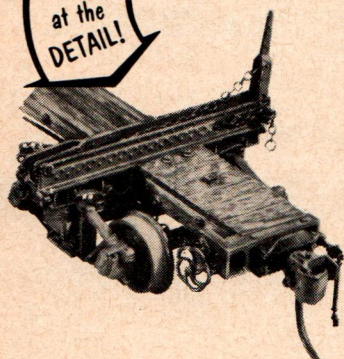
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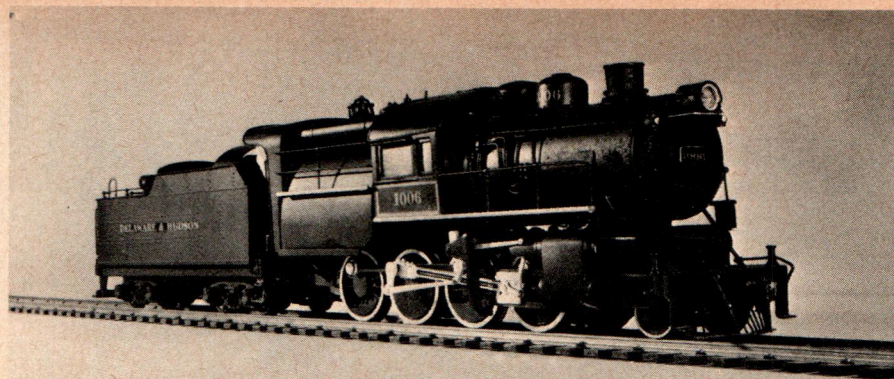
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Delaware & Hudson 2-8-0 camelback No. 1006 scratch built by George Shongar and now in the collection of George Vonderschmidt, Bergenfield, N. J. Model is O gauge, quarter inch scale.

Philadelphia, Pa. 19107. Also of interest are the new Rapido N Gauge catalogs at 50c and the Hamo HO trolley catalog at 50c. Certain Marklin locos are now offered in 2-rail DC.

1967 railroad calendars in four styles are offered through *Railroad Model Craftsman Reader Service*, P. O. Drawer C, Ramsey, N.J. 07446. Among the offerings, two 11x17" wall calendars, choice of trolley or steam, at \$1.50 each. Also a 5 1/2 x 7 1/2" railroad appointment calendar at \$2.00, and an oldtime steam litho calendar at \$1.50. Order now and get enough for all your railfan friends as gifts.

Associated Hobby Manufacturers, Inc., 3200 N. Boudinot St., Phila., Pa. 19134, offers two catalogs for the HOer. Complete 1966 catalog lists the entire AHM line from HO n2 1/2 4-wheel cars to giant cab-forward articulateds. Price 35c. Or better, send 45c and they'll also send complete AHM parts catalog with exploded views of all AHM locos.

Polks Hobbies, 314 Fifth Avenue, New York, N. Y. 10001, specializes in hard to find imported items. Worthy of note are their street lamps in a number of styles. All are shown in the 35c *Aristo* catalog, but they include gas lamps, park lamps, and street lamps in sets of 4 for \$1.00, as well as fluorescent lamps, gooseneck lamps, and highway lamps at 3 for \$1.00. Replacable bulbs.

Vista Dome

Erie-Lackawanna Railroad was ordered by the PUC to cut back its New York area (New Jersey) commutation service by about 50%, which means that some branches are now freight only. And of course one of the reasons given for instituting New Jersey's new sales tax was to improve local rapid transit service. Ah yes!

Loco 1—The Diesel is at the printer, and possibly at the bindery by the time this issue reaches you. We didn't make the November 1 date as we'd hoped but we're not too badly behind schedule. For those who still haven't ordered their copy of this useful new reference work from the publishers of RMC, place your order now with your local dealer, or if that isn't convenient, direct with the publisher at P. O. Drawer C, Ramsey, N. J. 07446, enclosing your check or money order for \$8.95. New Jerseyites please enclose that 3% sales tax.

Collection Car

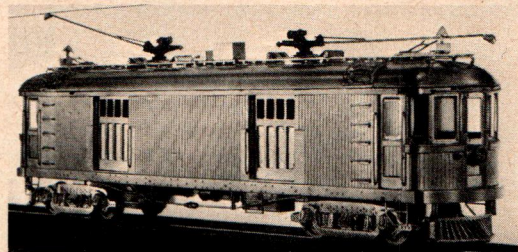
Train Collectors Association, Inc., now at 1500 members, had another Lionel special TCA car at their Santa Monica convention this past summer: a bright orange (Orange County, of course) bay window caboose with TCA lettering to match the 1965 Pittsburgh convention 6464 blue TCA boxcar. Also specially lettered are some McCoy standard gauge boxcars which may end up being available for each TCA division, of which there

NEW-HO P.E. 1451 Class WOOD BOX MOTORS HERE

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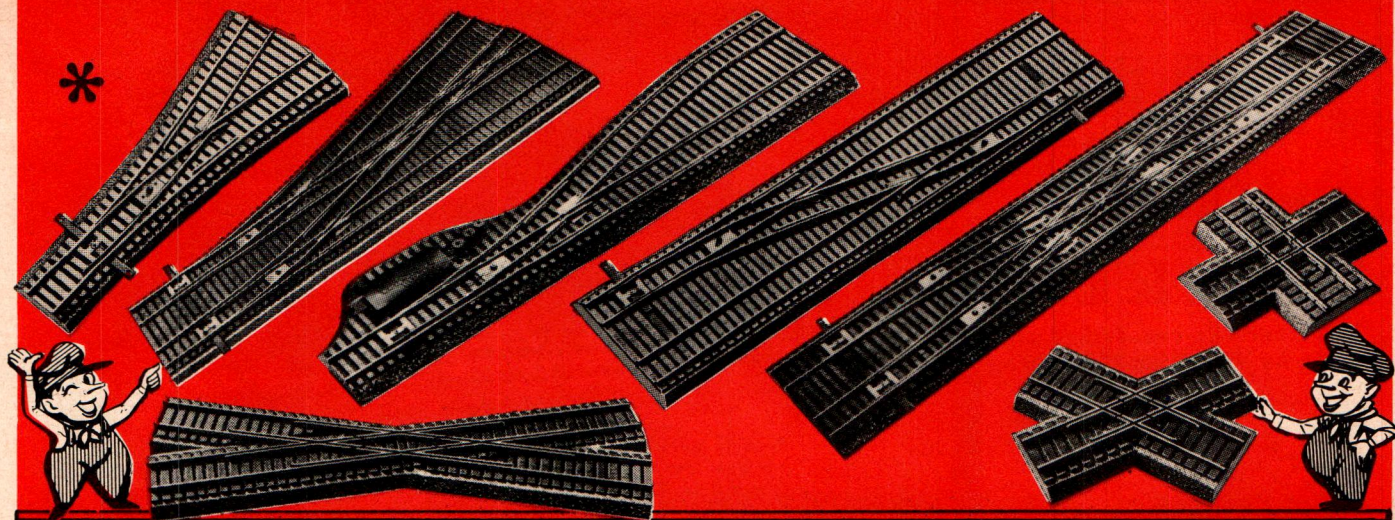
24 pg. Structure & Bldg. Materials Catalog. Illustrated, plus modeling information — 50c
1965-66 28 pg. Interurban Modeling Catalog. Prototype & Overhead Wire Information — 50c



A picture is worth how many words? Well, take a look and see.

*(Send self-addressed #10 envelope for free circular with all the "words," and prototype photos too.)

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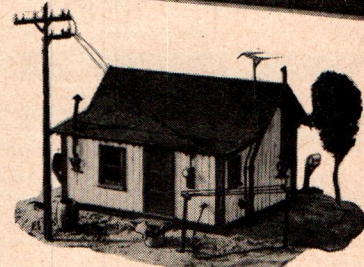
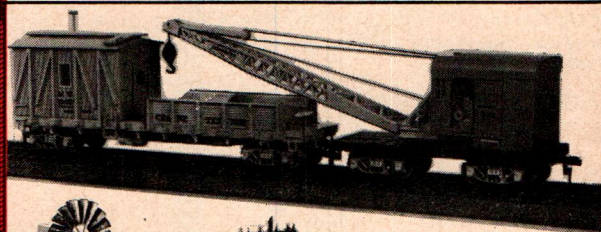
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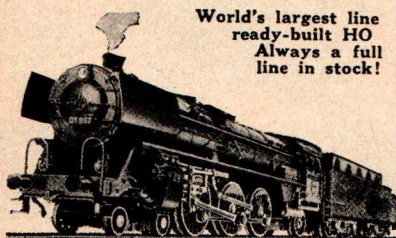


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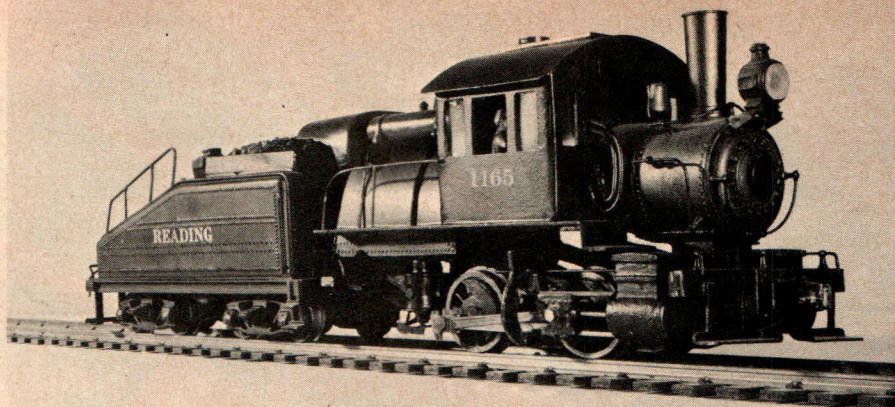
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Reading goats are common in HO even though the Mantua model
has been out of production for years, but they're scarce in O scale.
O model is work of George Shongar, owned by G. Vonderschmidt.

are seven, at this writing . . . Biggest
problem facing TCA and its several
divisions is a standardized form for
membership, which was not resolved
by restrictive and confusing red tape
rules passed at Santa Monica. The na-
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Fan Trips

Perhaps the *Old Farmers Almanac*,
price 50c, Dublin, New Hampshire,
would be useful in determining

whether or not the weather will be
good or bad on days when fan trips
are run. We note the new 175th An-
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for the entire country with uncanny
accuracy. So now let's give it a test
and see if there will be a cold gale
around Boston, December 6-8, 1966.
Boston readers, please advise. The
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Abandoned

Lettermaster Products, Lititz, Pa.,
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for model railroading advise that
they have ripped up their tracks and
are out of business. A sniff and a tear
and a farewell wave of the old DS
hat!

Trolley Car

If you live along the Mississippi,
Ohio, or Kanawha Rivers, you've
probably seen the old stern wheeled
passenger packet *Delta Queen* steam-
ing up or down on her runs out of
Cincinnati. One of the owners, Cdr.
E. J. Quinby, is a past president of
the Branford Trolley Museum and
the Electric Railroaders Association,
and he's just written a book, "Inter-
urban Interlude", \$7.95 scheduled for
publication by Model Craftsman for
Spring 1967 in a deluxe hard cover
edition. Subject is the long abandoned
"North Jersey Rapid Transit" on
which Quinby was a motorman.

PHANTOM LINE

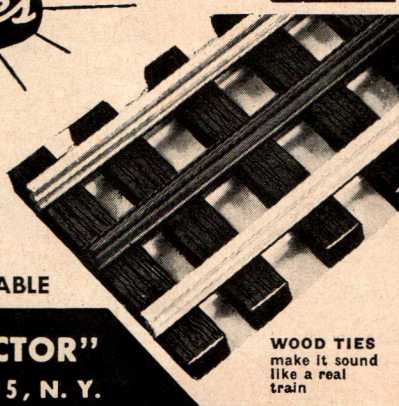
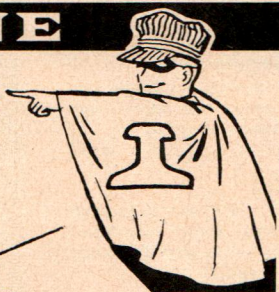
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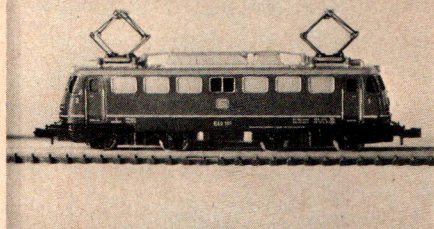
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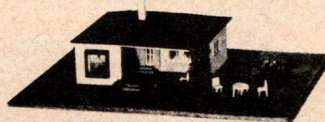


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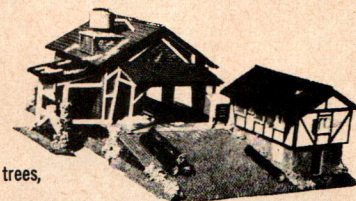
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No. 1016B Kit (Approx. 4" x 4 1/2" x 2 1/4")
\$1.89

Each home is set on a "plot of land," which is landscaped with trees, shrubs, grass, lawn furniture and other realistic details.



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Motorized—\$16.50
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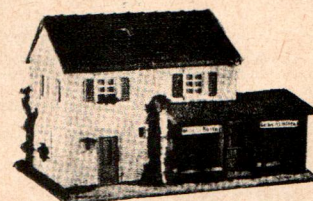


No. 1025 Modern Ranch House—\$4.50
No. 1025B Kit (Approx. 5" x 6" x 2 1/4")—\$3.00

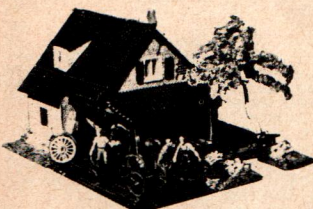
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No. 1026 House with Garage—\$3.75
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(Approx. 5" x 4" x 2 1/4")—\$2.25



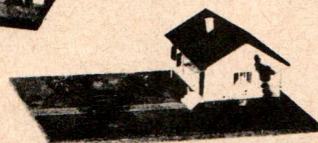
No. 1063 House with Retail Shop—\$4.50
No. 1063B Kit (Approx. 4" x 4 1/2" x 3 1/4")—\$3.00



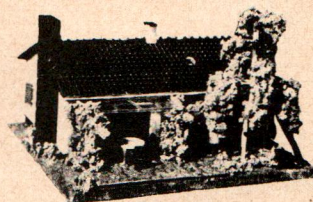
No. 305 Black Smithy with Water
Wheel. Motorized—\$9.50
No. 305B Kit (Approx. 5" x 6 1/4" x 3 3/4")—\$6.95



No. 1029 Country House with Garage—\$4.50
No. 1029B Kit (Approx. 6" x 5" x 3")—\$3.00



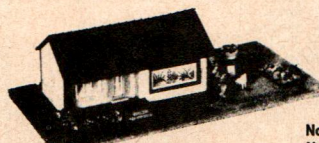
No. 1010 Wood Frame House with Shelter
\$1.75
No. 1010B Kit (Approx. 3 1/2" x 3 3/4" x 3 1/4")
\$1.00



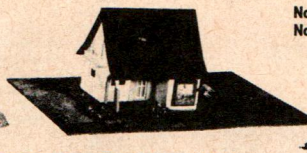
No. 1028 House with Covered Patio—\$3.00
No. 1028B Kit (Approx. 4 1/4" x 4" x 2 1/4")—\$1.85



No. 1013 Frame House with Bench—\$2.95
No. 1013B Kit (Approx. 3 1/2" x 3 3/4" x 2 1/4")—\$1.75



No. 1017 House with Picture Window—\$3.35
No. 1017B Kit (Approx. 4" x 5 1/2" x 2 1/4")—\$2.00



No. 1020 House with Balcony—\$3.00
No. 1020B Kit (Approx. 4" x 4 1/2" x 3 1/4")—\$2.00



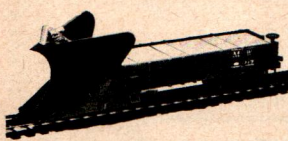
No. 1062 Gas Station with Flower Bed—\$3.50
No. 1062B Kit (Approx. 4" x 4 1/2" x 2 1/4")
—\$2.00



ARISTO-CRAFT ROTARY SNOW PLOW
One of the most amazing and attractive action cars of all time. The revolving blades actually rotate as the car is pushed along in front of a locomotive. Minutely detailed to a degree found on few other HO cars.

Kit \$198

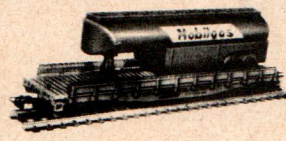
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RIVAROSSO FLAT CARS WITH TRAILERS

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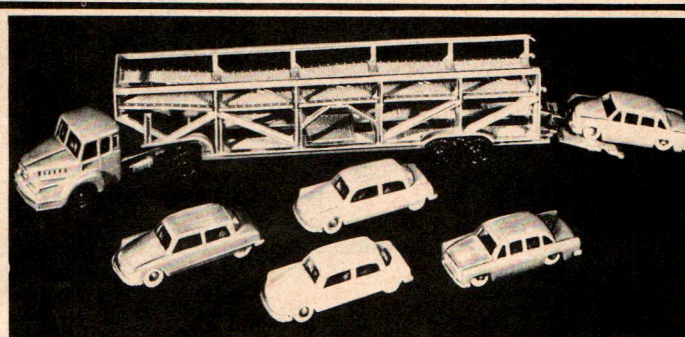
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RIVAROSSO WRECKING CRANE

A beautiful working model of a giant railroad wrecking crane, ready-to-run and fully operative, complete with cranks and a keeper piece for holding the hooks on an adjoining flat car.

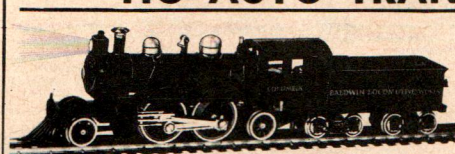
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2-4-2 "COLUMBIA" 1893 \$1388
WORLD'S FAIR WINNER

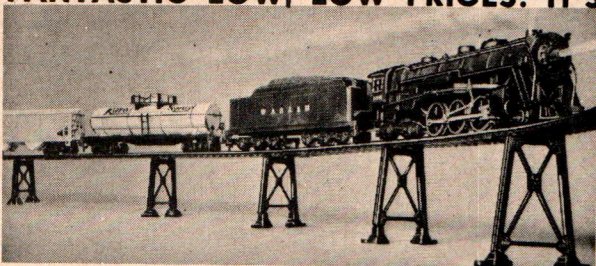
This compound locomotive was built by Baldwin as the "last word" in speed for the 1893 Columbian Exposition, and gave her name to this type wheel arrangement. Her wheels were so big as to require semicircular covers on the pilot platform and running boards. One of the first locomotives to support a larger firebox on a trailing truck. Truly a Winner!

Authentically detailed truck comes with 5 "like-real" autos. Tail gate opens to form ramp so cars can be driven on or off. Overall length: 8 3/4"

PPD. \$129

BIG SAVINGS! up to 60%

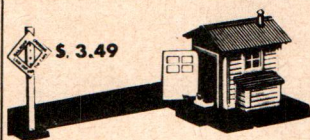
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TRESTLE BRIDGE SET

The easy, realistic, way to run your trains up and over! Includes 30 graduated trestle pieces and ramps, plus girder bridge section. You can save \$2.00 by ordering now.

Reg. Price \$3.98
No. 25203 — Sale Price \$1.98



No. 35214 Automatic Crossing Watchman. When train comes, door of shack opens and Willie the Watchman comes out, retiring inside after train has passed. Completely automatic.



No. 35204 Crossing Signal. Red lights flash realistically as train passes crossing. No special track section needed.



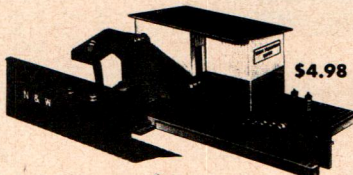
No. 35205 Block Signal. Train stops on red, goes on green. May be wired for automatic operation by switch contacts, or manually with control switch included.



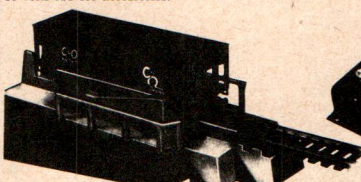
No. 35202 Bumper. You'll need plenty of these for siding ends. Includes operating light.



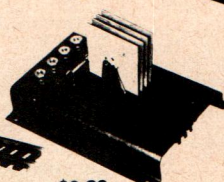
No. 32661 1 Amp. Pike Master Power Pack. Reduces 110-120 volt household AC to 12 volts DC for train operation and to 16 volts AC for accessories.



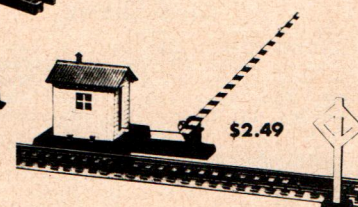
No. 35780 Loader. Chute swings down by electric remote control, coal cascades into waiting car. Roof is removable so coal may be reloaded in tippie. (Car not included.)



No. 35785 Automatic Coal Unloader. When loaded C & O car is backed up ramp, hopper opens automatically and coal drops into bin.



No. 32654 Rectifier. Changes AC from transformer to low voltage DC for train operation. 3 amp. output. Flat reset type circuit-breaker 3 1/2" high, 4 1/4" wide, 6 1/4" long.



No. 35212 Crossing Gate. Fully automatic: gate goes down before train arrives, stays down until after last car passes.

COLLECTORS O GAUGERS RARE MINT LIONEL

We found a limited number of these rare Lionel cars and accessories in the back of our giant Jersey City Warehouse. Some boxes are shelf worn, others a bit dirty, but all the items are MINT just as they came from the factory. Made between 1955 and 1962. A rare opportunity for collectors and oportors

to get rare cars in mint condition at remarkable prices.

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# 3359	Operating Dump Car	1956	8.95
# 3461X	Automatic Lumber Car	1955	7.25
# 199	Microwave Relay Tower	1959	4.95
# 3562	Operating Barrel Car	1957	9.95
# 353	Trackside Control Signal	1960	5.95
# 3330	Flat Car w/Optg Sub-		

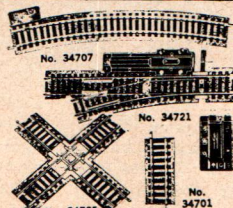
POLKS HO GILBERT

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# 6530	Fire & Safety Training Car	1961	5.95
# 6512	Cherry Picker Car	1962	6.95
# 6501	Jet Motor Boat Transport Car	1962	6.95
# 6670	Boom Crane Car	1960	6.95
# 6175	Rocket Car	1958	5.95
# 6343	Barrel Ramp Car	1961	5.95
# 6413	Mercury Capsule Carrying Car	1962	5.95
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32' or 37' 2 blocks, oil bunker milled to tank.

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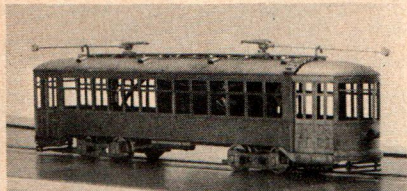
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This Holiday Season treat yourself to a brass model in HO of the last standard streetcar of the Twenties still in operation in New Orleans!



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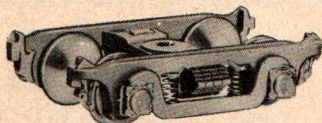
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**NEW! HO Micro-Motive
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201 Roller Bearing 4-Whl. Passenger.....Pr. 1.69
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Our new RP-25 Low Contour trucks and wheel sets provide up to 50% increased power for locos and far less dirt build up on flanges. Less friction, bind, and dirt means better operation.

Replacement wheel sets use Torrington axles and will fit most popular trucks without alteration. All New Cliff Line Trucks and Wheelsets now covered by NMRA Warrant No. 531 Upgrade all your HO equipment. Switch to Cliff Line.

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Railway Mail Car

Model Craftsman Publishing Corporation played a part in the discovery of a hitherto reported Australian wartime Aerogram, but for which no samples were known to exist. During the 1940 war years a German prisoner of war in Australia sent us a letter pertaining to some now unknown model subject, probably after having seen an old copy of (Railroad) Model Craftsman at his camp. His Aerogram, of a type used only by prisoners-of-war, was duly mailed to our onetime Mount Vernon address, forwarded to our later New York City address, and eventually reached us in Ramsey. The Aerogram, along with a batch of other covers, found its way to a New Jersey stamp dealer, where the Aerogram was subsequently presented to Leonard Smith, the philatelic editor of The (Bergen) Record, who wrote about the Aerogram in an article for Linn's Stamp Weekly. Sorry, you stamp collectors, but we don't have any more. Our thanks to LeRoy Horton, and several others, for their clippings.

R
M
C

TIMETABLE

NOTE: Items for RMC TT are welcome but must be received 6-8 weeks before issue in which item is to be inserted. Please print or type.

Club Shows

HAGERSTOWN, MD. Dec. 18, Jan. 1. Hagerstown Model RR Club, Inc. Holiday Shows at Fairgrounds. O & HO ga. Hours: 2-5 PM. Adm. free. Info. contact: Dennis W. Masters, 15 Harvard Rd., Hagerstown, Md. 21740.

YORK, PA. Nov. 20, 27, Dec. 4, 11, 18. Miniature RR Club of York, 22nd Annual Show, 381 Wheatfield St. Hours: 2-9 PM. No adm. Ready-to-run 4' x 8' HO layout will be awarded. All welcome.

ROCKY HILL, N. J. Dec. 17, 18. Pacific Southern Rwy. Co. Third Annual Exhibition. Benefit of Vol. Fire Dept. & Rescue Squad. HO gauge op. Hours: Sat. 10 AM-6 PM; Sun. 1-6 PM. Adults—\$1.00, Children 50c. Info. contact Thomas P. O'Leary, Jr., G-12 Millstone River Apts., Princeton, N. J. 08540. Phone 609-452-2565.

WINTER HAVEN, FLORIDA, Feb. 18 thru 25. Ridge Model RR Club Florida Citrus Exposition, Cypress Gardens Rd. Large HO Layout open and manned. Info. contact H. L. Van Drimmelen, 1815-5th St. SE, Winter Haven Fla. 33880. Phones: Home—213-293-4478; Office 213-293-0209.

PHILADELPHIA (Suburbs), Pa. Dec. 3, 4, Jan. 7, 8, 14, 15. GATSME Lines Open House, Pennsylvania & Weldy Aves., Oreland, Pa. One mile east of Pa. Turnpike, Fort Washington exit. HO & HO33 Progr. & Rte Cab Control. 1-6 PM. Contact L. A. Paakh, 216 Buttonwood Way, Glenside, Pa. 19038.

WESTFIELD, N. J. Nov. 18, 19, 20, 25, 26, 27, Dec. 2, 3, 4. Central Jersey Model Assoc. Annual Exhibit, 135 Elm St. O Gauge RR, Trolley & Interurban. Hours: Fri. 7-9 PM; Sat. 2-5 PM, 7-9 PM; Sun. 2-5 PM. Adm. Children 25c, Adults 50c.

RAMSEY, NEW JERSEY, Dec. 8-11, 15-18. Ramapo Valley Model RR Club Open House, Interstate Shopping Center, Route #17. Hours: Thurs. & Fri. 7:30-9:30 PM; Sat. & Sun. 2-6 PM. Info. contact Peter Gray, 217 Floral Lane, Wood-Ridge, N. J.

WILLISTON PARK, L.I., N. Y. Dec. 9, 10, 11. Nassau Model RR Club Christmas Show, 174 Hillside Ave. Hours: Fri. 8-10:30 PM; Sat. 2-4:30 PM, 8-10:30 PM; Sun. 2-5 PM. Info. contact George Hatfield, Jr., 143 Laurel Dr., New Hyde Park, L. I., N. Y.

Club Notices

JACKSONVILLE, FLA. Gateway Model RR Club now located on 2nd fl. Jacksonville Union Station, N. E. cor. Mailing address: P. O. Box 2531, Jacksonville, Fla. 32203. Meet Tues. & Fri. from 7:30-11:30 PM. New members welcome.

WAYNE, PA. New club forming on Philadelphia Main Line. Info. contact Richard E. Bradley, 421 E. Lancaster Ave., Apt. C2, Wayne, Pa. 19089.

ALLEN PARK, MICH. AREA. Allen Park Model RR Club (HO) seeking additional members. About to start 20x40' layout. Info. call Frank Brua at 386-7887.

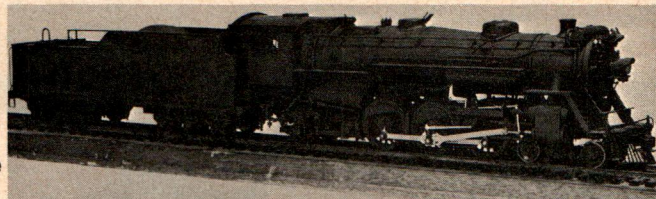
Fan Trip

PHILADELPHIA, PA. Nov. 13. Metropolitan Phila. Rwy. Assn. fan trip over Phila. Trans. Co. lines leaving 10:30 AM from Broad & Erie. Subway-surface, private right-of-way on Island Rd. and Northern lines. Contact MPRA Trip Committee, 831 Pleasant Rd., Yeadon, Pa. 19050.

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WHEN YOU HAVE
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GO!
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Not many left
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SOUTHERN
RLWY O scale
4-6-2



Words fail to describe all the detail in this kit. We have dared to make some of the usually larger parts in lost wax: tailbeam and ashpan cast in one piece. Drivers are lost wax with steel RP-25 tires; sprung chassis; enclosed, quiet, long life gearbox; Nickel Silver side rods, main rods, valve gear; preblackened frame parts.

The cab is assembled to the boiler along with the running boards. The tender body

is also assembled. Wait till you see the Hodges trailing truck! Smokebox front has separate hinges. Working cab windows, window visor, front and rear cab windows, brakeshoes, throat sheet, etc., etc., are lost wax castings.

Send 10c for brochure

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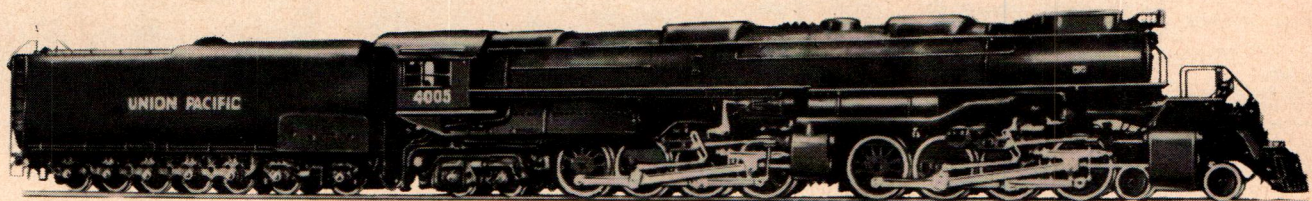
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HERE'S MORE NEW HO GOODIES FROM AHM

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THERE MIGHT BE A RIOT



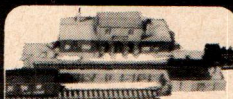
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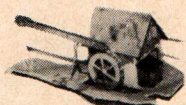
MINIKITS are finely detailed HO scale buildings. All parts molded in multi-colors. Today's biggest value in HO structures.



B-1060 Rangeley HON freight Depot . . . 2.95
1060 Built-up 5.95



5801 3 Houses under construction with John 1.49



5803 Operating Water Mill 2.95



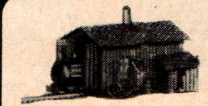
5804 Engine House 2.95



5808 Bungalow with Patio & 'L' shaped Ranch both for . . . 1.49



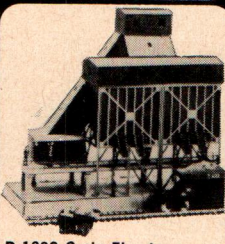
5807 Workshed 1.49



5809 Narrow Gauge Engine Shed 1.49



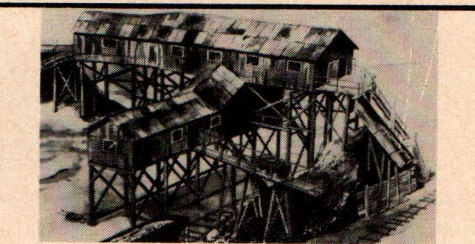
5805 Service Station w/Refreshment Stand & Newspaper Stand 98¢



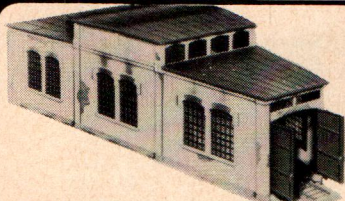
B-1302 Grain Elevator or Coal Dump 3.95



5802 Coal Station 2.95

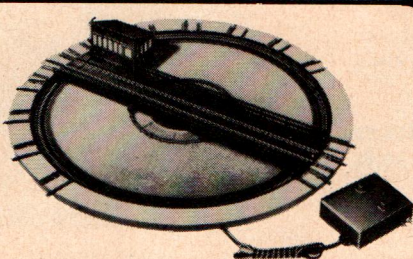


5806 Coal Mine 4.95
6 1/2 inches high, 14 inches long, this gigantic HO scale kit has more realism and detail than ever before. HO standard gauge runs underneath. AHM HON 2 1/2 minitrains bring the ore into the top.



15103 Roundhouse \$5.95
Doors close & open automatically. Takes Loco's up to 14 inches. 11 round-house kits can be used for each turntable.

5104 Turntable . . \$38.95
Flush fitting turntable. (Not necessary to cut out your layout table.) Operates on 14 volts in both directions. 1 5/8" diameter storage track takes loco's up to 14". (Takes all but the longest HO locos.) 3 lead tracks plus 11 tracks leading into round-house, plus 2 dead end tracks. Automatically aligns itself. Ball bearing motor. Low current drain. Long life. Highly detailed.



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- S-1 Guards Band (44 Pcs.)
- S-2 Guards Color Party (42 Pcs.)
- S-3 Infantry Combat Group (48 Pcs.)
- S-4 Farm Animals (43 Pcs.)
- S-5 German Infantry (48 Pcs.)
- S-6 Civilians (48 Pcs.)
- S-7 Cowboys (42 Pcs.)
- S-8 Indians (42 Pcs.)
- S-9 Eighth Army (48 Pcs.)
- S-10 Foreign Legion (48 Pcs.)
- S-11 Afrika Korps (48 Pcs.)
- S-12 Union Infantry (48 Pcs.)
- S-13 Confederate Infantry (48 Pcs.)
- S-14 Civil War Artillery (33 Pcs.)
- S-15 Wagon Train (46 Pcs.)
- S-16 U. S. Marines (46 Pcs.)
- S-17 Russian Infantry (48 Pcs.)
- S-18 Japanese Infantry (48 Pcs.)
- S-19 Arabs (34 Pcs.)
- S-20 Robin Hood (40 Pcs.)
- S-21 Sheriff of Nottingham (36 Pcs.)
- S-22 U. S. Cavalry (36 Pcs.)
- S-23 U. S. Paratroopers (41 Pcs.)
- S-24 Zoo Animals #1 (21 Pcs.)
- S-25 Zoo Animals #2 (21 Pcs.)
- S-26 WWI German Inf. (48 Pcs.)
- S-27 WWI British Inf. (48 Pcs.)

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- Z-147 US 2 1/2 Ton Dump Truck M-342 39¢
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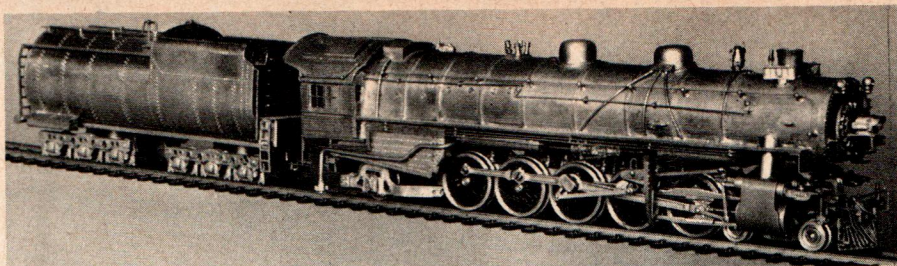
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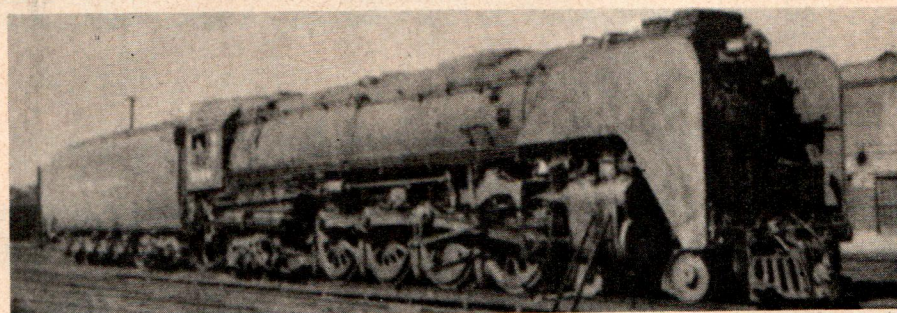
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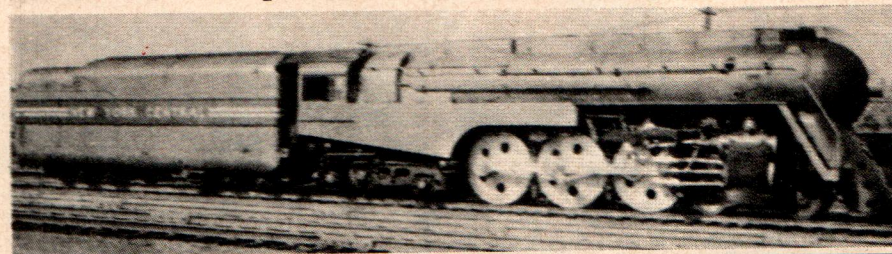
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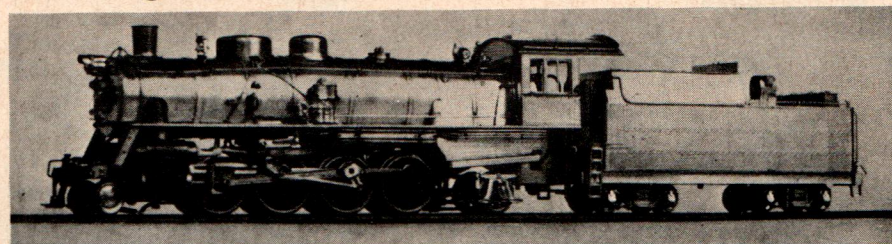
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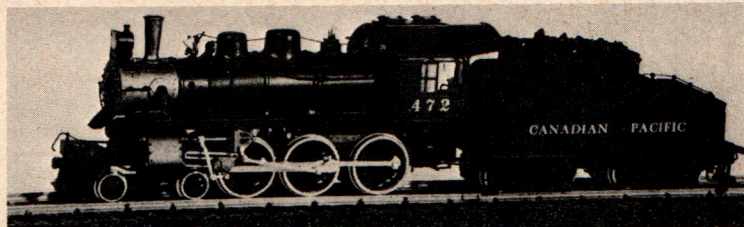
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OPERATING your model railroad by Whit Towers

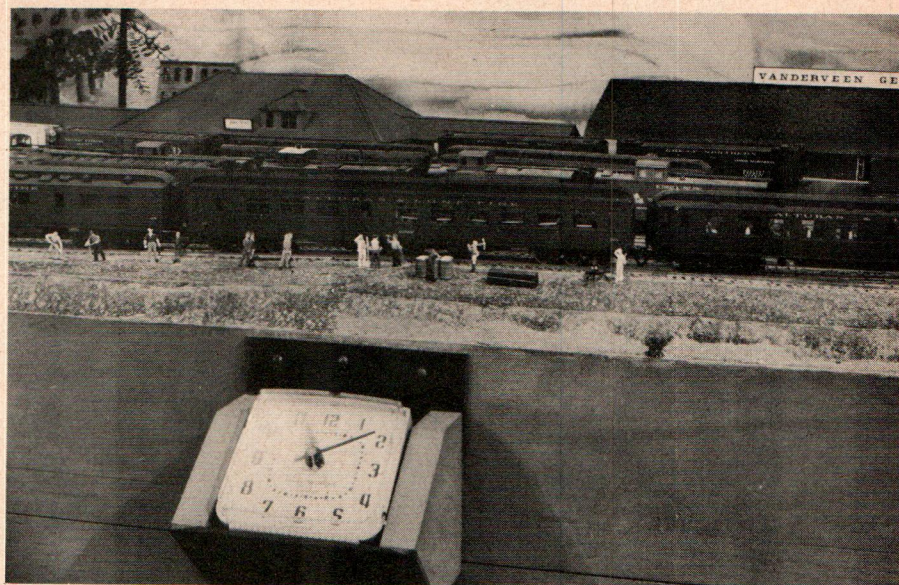
Many modelers believe that the real fun of model railroading comes after the layout has been completed and the model becomes a miniature of the real thing with full timetable operation.

THE COVER: View on the Alturas & Lone Pine, showing Sonora Jct. and Keeling Mine. Whit Towers names most of his structures after personal friends in the hobby. More color on page 21.

OPERATION CAN be defined as the reproduction of the traffic activities of the prototype on our model railroad empire. This seems deceptively simple at first glance, but actually there are hundreds of subjects which can be covered by the broad term "operation". Between the A.A.R., the I.C.C., the Public Utility Commissions of the various states and the individual railroad's rules, there are reams of paper and millions of words on the subject. In model railroading we are fortunate that we can approach operation with the thought that it is our hobby. We can go into it as deeply as we desire, or with merely a rudimentary knowledge we can still enjoy model railroading.

Many hobbyists never reach the stage in the hobby where the subject of operation becomes of interest to them. The construction phases of the hobby; building locomotives, rolling stock and superstructures keeps them both satisfied and occupied. Some of this group never even build a model railroad while others, the majority of us, do construct a railroad whose size and grandeur is limited only by our ability to wheedle space from the rest of the family.

In the early stages of the hobby we are content to see our equipment run and our physical railroad setting is often no more than roadbed and trackage to which we apply a liberal amount of imagination as we watch our trains circle about. The fact that there is neither scenery nor a solitary structure is easily overlooked in the joy of actually seeing our equipment move. As this stage progresses we become interested in scenery and structures in an attempt to add realism to our empires. We continue to build and acquire equipment, but the main stress is towards covering up the bare spots to provide a semblance of realism for our visitors. After all, it is rather difficult to both run the train and provide a running commentary



on the scenic beauty of the countryside through which it is passing. The stand pipe becomes a grain elevator or world's tallest smoke stack, the furnace a gigantic barn and the laundry tubs the deepest lake as we paint a glowing word picture of what is yet to come.

As work progresses on the physical railroad the mere running of a train in an endless loop begins to become something of a bore, after all we've seen it many times before. At this stage of our hobby development we begin to notice what others are doing with their railroads, the little tricks which they use to make their train running more true to life. When we first started we were satisfied merely to see the locomotive and cars move, but we notice that starting and stopping by using the reversing switch (while even advocated in print) is a highly unrealistic method of operating a train. The jerk with which it struts, the standing still followed by movement at 35 to 45 MPH just isn't realistic and is seen in real life only at drag racing strips. After all the prototype railroads consider an acceleration of from 1/2 to 1 MPH per second as highly satisfactory.

Thus the first step in our search for operation is often an attempt to handle the train in a realistic manner. We develop an easy hand on the throttle, gradually increasing the voltage to provide smooth starts and conversely we gradually reduce the voltage in order to stop smoothly. Often we find that the throttle control on the particular power pack which we've been using just won't allow us to start and stop smoothly. The first winding of the rheostat provides enough current to allow our engine to run at breakneck speed. Obviously this is a condition beyond our ability to control through the use of a light hand on the throttle. What's the answer?

Scale time using a fast or scale time clock makes timetable operation simpler, particularly on the smaller model railroad layout.

We can either purchase a larger better quality rheostat from our hobby dealer, one with sufficient wattage to handle and better control our locomotives; or we can become engrossed in a momentum type throttle built up using transistors; or we may even remove the rheostat entirely and substitute a variable transformer (Adjust-A-Volt, Variac, Powerstat, etc.), in the primary side of the power pack transformer to obtain better control. It isn't the purpose of this article to explain how this can be done, or even which is the best system. There have been many articles in the past on the advantages of each method of control, as well as complete explanations of how they may be constructed and installed. N.M.R.A. Data Sheet D7g.1 shows many of the basic circuits used for power supply and voltage control. The important thing to remember is that without good electrical control and voltage regulation it's impossible to obtain satisfactory performance from motive power no matter how good your intentions may be.

It is also quite obvious that the motive power itself must be free running, well broken in, and free from all binds and unnecessary friction. In ancient times when we hobbyists had to build our own motive power this matter of a free running mechanism was a matter of personal pride and we worked hard to make our locomotives run like a watch. Later with the advent of kit assembled motive power we all continued this practice of getting the binds out of the mechanism before we consider a locomotive ready for service. As you know the recent advent of imported locomotives has provided us with motive power more detailed and more beautifully constructed than most of



With its train left on the main, the peddler freight loco goes onto the spur team track to dig out its pick-up S.T.A.R. boxcar before setting out the Pere Marquette flat. Dependable automatic couplers are a must for operating.

us could ever hope to accomplish and they became an instant success.

To many model railroaders the phrase 'Ready To Run' was taken as a literal statement of fact. The late Max Gray always insisted his imports were ready to complete with the thought that along with paint and decals the purchaser should expect to do some tinkering and tuning to get his engine to run perfectly. I'll agree that most of the brass imports do run well, but I seriously doubt that we should expect every one to perform perfectly. We should heed Max's admonition to lubricate and adjust until we obtain the peak of performance.

In lubrication the recent introduction of LaBelle Synthetic Lubricants has been a real boon to the hobby since the lasting power of their #101 oil and #102 grease is far greater than anything previously available to us model railroaders. Speaking from my own experience the viscosity of LeBelle #101 is such that it clings to metal surfaces many times longer than ordinary oils thus keeping valve gear parts, side rods, and axle bearings lubricated for a much longer period of time without re-lubrication being required.

Assuming that the equipment operates to its best advantage and the propulsion power is adequately controlled, it becomes possible to run a locomotive or train in a prototypical manner with slow gradual starts, to couple cars at speeds under 5 MPH, (the prototype insist on easy coupling at 1 to 2 MPH in order to prevent damage to lading), to switch cars at low yard speeds and to bring that

Public Timetable		
Station	Arrive	Depart
Able		1:00 PM
Baker	1:15 PM	1:25 PM
Charlie	1:40 PM	1:50 PM
Able	2:00 PM	

FIGURE #1A

Employees' Timetable		
Station	Arrive	Depart
Able		1:00 PM
Oil Spur		1:05
Able Yard Limit		1:07
Gravel Pit Spur		1:10
Baker	1:15 PM	1:25 PM
Saw Mill Siding East		1:27
Saw Mill Siding West		1:37
Charlie	1:40 PM	1:50 PM
Charlie Team Track		1:51
Able Team Track		1:59
Able	2:00 PM	

FIGURE #1B

crack passenger train down from its 79 MPH top speed to a smooth gradual stop. The mere running of our model trains not only becomes more enjoyable but appears to our eyes to be much more realistic. This in itself is a great step forward for some model railroaders and even though they own model railroads in accordance with prototypical practices they can enjoy the hobby more by handling their train realistically.

Others, once they've overcome the minor bugs which plague smooth running are so enthralled with this new found facet of realistic running, that they begin to think in terms of conducting their operation according to the real railroads. They bone up on the subject by visiting their local railroad facility for direct observation, they talk with the local crews, yardmasters and dispatchers to find out how their favorite prototype does things. Obviously much can be learned in this manner though the reasons behind the prototype railroad's doing

a thing in a particular manner are often the result of law, custom, labor contracts, or safety which so complicate the situation as to remove much of the joy in following this method on our model railroad.

Thus model railroad operation is an attempt to retain the authenticity of the prototype's movement and handling of cars and trains without necessarily becoming involved in all the myriad of paper or reason which force the prototype to handle operation in the manner which they do.

The first type of operation which comes to mind is timetable operation, one of the most interesting types, and one which can be conducted even on the smallest pike by yourself. Timetable operation means that trains are operated according to a pre-determined time schedule. They leave their initial terminal on time, arrive at one line station 'on the advertised', neither early or late, but on time and finally glide to a stop at the end of their run, again, on time. While this may sound simple to execute you'll find it takes some practice to keep on schedule while running the train in a prototypical manner with gradual starts and stops keeping in mind the speed restrictions imposed by local order. The permanent slow orders across the trestle, slowing down for yard limits and grade crossings, or special orders to watch out for the track gang along the right of way are all realistic things which provide interest in operating by timetable.

We are all familiar with the public timetable which we have when we ride a passenger train. The engineer and conductor of this train have a much more detailed timetable called an employees' timetable. It not only gives the time arrival and departure for the stops which the train makes, but it will also shows departure times for yards, interchange points, stations at which the train doesn't stop, and in some cases even sidings and spurs. All these times give the engineer check points at which he can compare the trains progress along the line with his timetable, Fig. 1.

The times on an employees' timetable serves as more than a mere guide for the engineer as to the running time of his schedule. Since all the other operating trainmen on the same division also carry a copy of the same employees' timetable it tells them when they can expect a scheduled train at a particular point on the line

For example a local switcher working the saw mill knows that the passenger train won't be due at the East end of Saw Mill Siding until 1:27 PM, thus they will be free to continue

COLOR PHOTO OPPOSITE PAGE: Keeling Bridge reverberates as a logging train passes by. Bridge is on the branch line, creating innumerable extra operating opportunities. Layout is featured in 16mm sound color film "ALP Way Freight" filmed recently by Whit Towers and Al Stensvold, ASC.





Digging a specified list of cars out of the garden, a term used in some localities for the railroad yard, can provide hours of entertaining operation. Good power supply, controls, and equipment are essential if operation is to be prototypically smooth and slow.

using the main line and the West end of the siding until that time. The track crew repairing the switch points at the ABLE Team Track know the same passenger won't be along until 2:00 PM by which time they'll have the points spiked closed and their equipment out of the way.

You may ask, "How do I apply an employees' timetable to my simple oval track plan?" Figure 2 shows a simple basic plan of a type often used for small model railroads and comparing it with the timetables in Figure 1 you can visualize the points of difference between a public and an Employee's timetable. You can see where the various check points, not necessarily at the stations, will help you judge your progress in meeting the schedule. If your method of timing is by your wrist watch you may find that the check times at the various points will be in a matter of seconds. This hardly seems realistic, though in theory it will work, but actually under such a system of timing operation you might become so frustrated watching the seconds tick off that you wouldn't have time to watch the train arrive at its station.

This is the place where scale time can be used to advantage. Scale time is nothing more than arbitrarily setting a definite proportion of time to represent a real minute and hour much the same as we scale down the size of our model railroad equipment. The proportion can be any convenient ratio thought in general most model

railroaders use 12-1, 10-1 or 6-1. Under a 12 to 1 proportion this means that five actual minutes become one scale hour.

According to the National Model Railroad Association's Glossary of Terms:

"SCALE TIME is the time registered by a fast clock.

FAST CLOCK is a speeded up clock which does away with the necessity of using seconds in timetable operation."

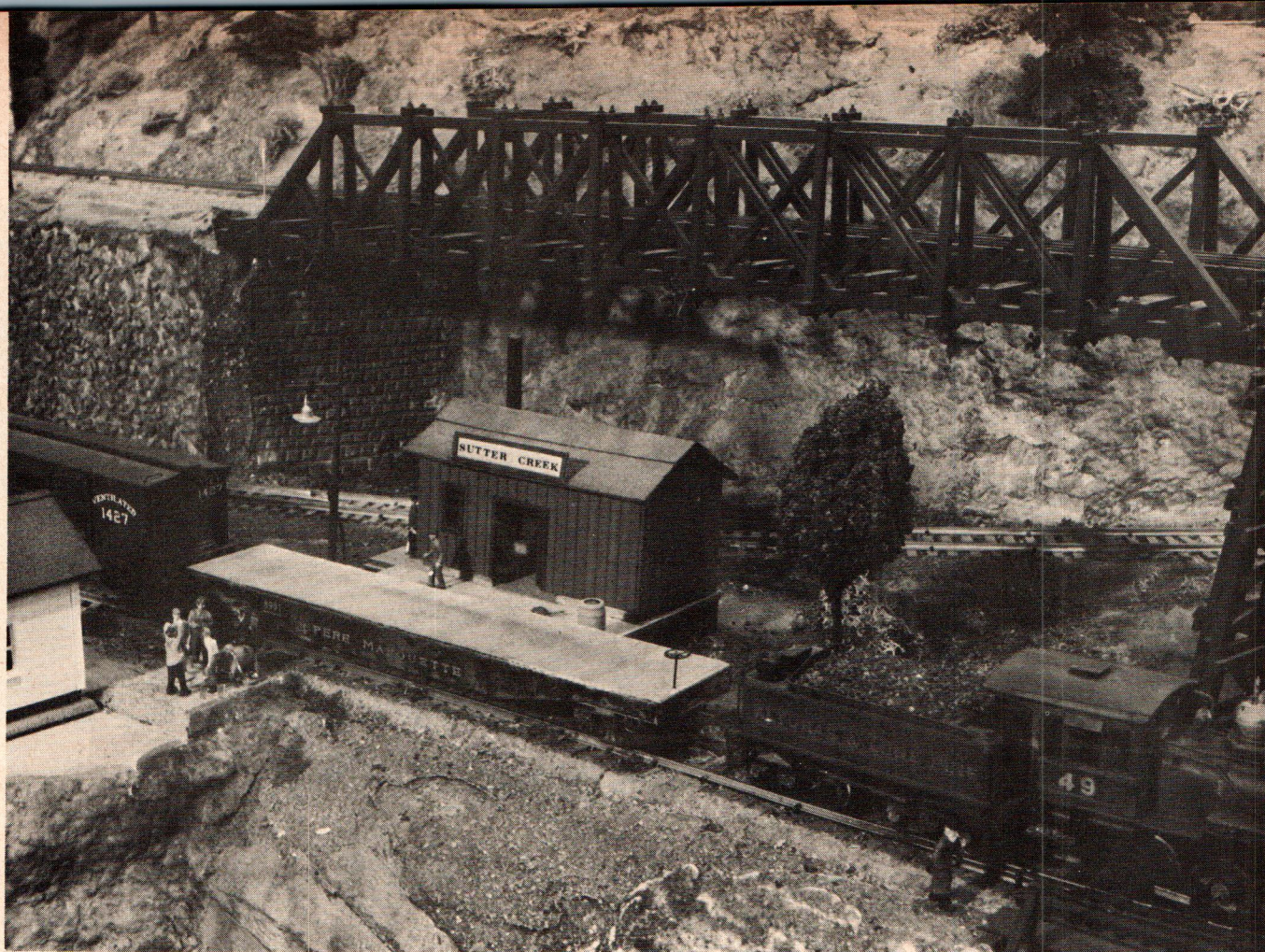
You can make your own scale or fast clock by changing the gearing in a regular clock, or you can change the motor in an electric clock using one with a faster shaft speed, or perhaps you can purchase one already made up; they've been advertised from time to time in the pages of R.M.C. I obtained my own fast clocks from Bobbye Hall's Hobby House in Dallas, Texas. In addition to making timing easier the fast clock provides another interesting and worthwhile benefit, it effectively lengthens your railroad in direct proportion to the ratio used in the clock. Without the 12 to 1 fast clock the running time for our typical small railroad might be five seconds, between two points, but with the scale time clock it becomes a minute. While the distance travelled hasn't changed it will in your mind. With a fast clock and by using scale time, scheduling becomes an actual possibility, even on the shortest main line, figure 3.

To go back to our simple oval track

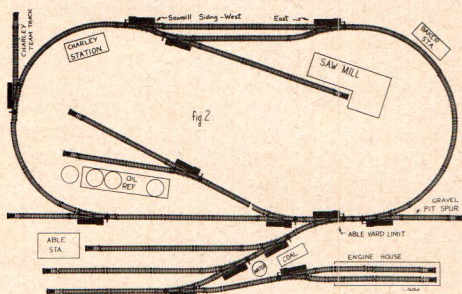
plan, figure 2, you can now schedule in terms of minutes rather than seconds. However you may well point out that this isn't realistic enough since the train completes its run so rapidly. There is a system called Lap Running, first developed back in the 1930's by Neil Fiske, which is ideally suited where continuous running is possible.

In Lap Running you start out from Able Station passing Baker and Charlie stations without stopping and the second time around you stop at Baker. The next time you skip Able and Baker stopping at Charlie. Of course you can use any number of laps you desire between stops or they can be varied as to the number of laps between stations. Using this technique you can visualize that you most effectively lengthened your main line running time making it possible to work a timetable without starting and stopping every few feet.

Perhaps during the course of your normal days work you have enough problems dealing with time and the mere running of trains against a theoretical timetable doesn't interest you. Consider if you will the peddler freight which to many of us is the most interesting type of operation available. Frank Ellison often wrote about the romance of handling the work of this lowly type of train which didn't even have the dignity of a schedule destination. It works as an extra train using the main line only at times when scheduled trains don't have the right of it. It sets out and picks up cars along the way from various industries served by the railroad. On our simple A.B.C. Railroad it might leave Able Yard push-



Correct car blocking will place the car in its proper location in the train for the crew to make the set-out. At Sutter Creek it's obvious that Central Valley 1427 was too far back to clear the switch points. The crew debate a phone call to Alturas Yardmaster Leighton Keeling for his monumental good.



ing an empty drop bottom gondola for the gravel pit spur, drop off a car or two at the saw mill, picking up those two box cars loaded with lumber. When the main line is again clear it would proceed on to Charlie picking up the milk car from the team track and at Able Team drop that flat with the tractors before moving on to the oil refinery to set out a tank car and pick up the two 'full' ones for delivery to Able Yard. This is the real basis of railroad operation, the movement of materials and goods from one industry to another and with adequate imagination you can spend hours on even the simplest track plan setting out and picking up the cars.

It doesn't necessarily have to be the first car on the spur that you pick up either, take that one on the end of track, figure 4. Having to shuffle through the entire string is a form of make work which is most interesting and can be enjoyable if your equipment operates properly. Which means that trucks, couplers, and trackwork must be maintained if you are to en-

joy operating a peddler freight. It's no fun to be constantly stopping to rerail a car.

With the peddler freight you face many of the same problems the local freight crew might encounter. The problem of jockeying a car onto a spur and pulling the one ordered out with the least number of moves becomes a challenge to your ingenuity.

Even the simple act of making up a train in the yard can provide plenty of operation, figure 5, as long as you don't grab the first string of cars available, tack on a crummy and head out onto the main. Instead make up a list of the specific cars which are to go into the train and make it up in a definite order, on the prototype they call this blocking. Blocking is the placing of cars in a train in an order which makes the train more easily worked by its crew. This can consist of car placement in the order which they'll be set out at various points on its run either from the caboose forward of the engine back depending upon the rules of your railroad. If you call for car blocking in the train and specific cars in its consist it's apparent that just backing the engine into a cut of cars and taking off down the main isn't going to

do the job. It'll require considerable switching around before you're ready to leave the terminal yard. This is a type of activity which can be enjoyed by one person by himself and if you have any type of yard you've probably been doing it for quite a while. You've been operating, perhaps without knowing it, so don't let the word operation and all the talk about operating systems with paper work or cards scare you away from what can be real enjoyment.

Another type of operation is seen at the division point. Just as on the prototype when the train arrives at the division point the crew is changed, and back in the days of steam the locomotive might be changed. On some railroads, particularly in days gone by when a caboose was assigned to an individual crew the caboose would also be changed and then the train would be on its way. With imagination you can see that the loop of track with a yard and engine facility are all that are necessary to participate in this type of operation. Our simple A.B.C. track plan can provide division point operation and when combined with lap running can keep a couple of fellows busy all night, operating.



WATERFRONT INTERCHANGE

A carferry slip offers the modeler opportunity for a unique dummy junction and a conception of fascinating detail.

GTW enginehouse had two tracks in days of steam but only one stall is presently used. Old wood structure lends itself to easy model building.

GTW 8199 Alco road switcher serviced the Milwaukee facility, as have sister 1000 hp. EMD units. Its predecessor was a boxcab diesel, one of the first.

The past few years — the age of enlightenment for many modelers — has seen greatly increased use of the “dummy junction” as a device to give a layout extra dimension. As I have written many times, the dummy junction connects the layout to the outside world and helps create an on-stage illusion that the railroad truly extends beyond what is actually visible.

A type of dummy junction that has infinite possibilities is the carferry slip like that commonly seen at Great Lakes ports and at certain ocean coastal points. From the modeler's point of view, the action at a carferry slip is simple. Best of all, it can require minimal space.

Black and white photos by Paul Larson, Kodachromes by Hal Carstens.

by Paul Larson

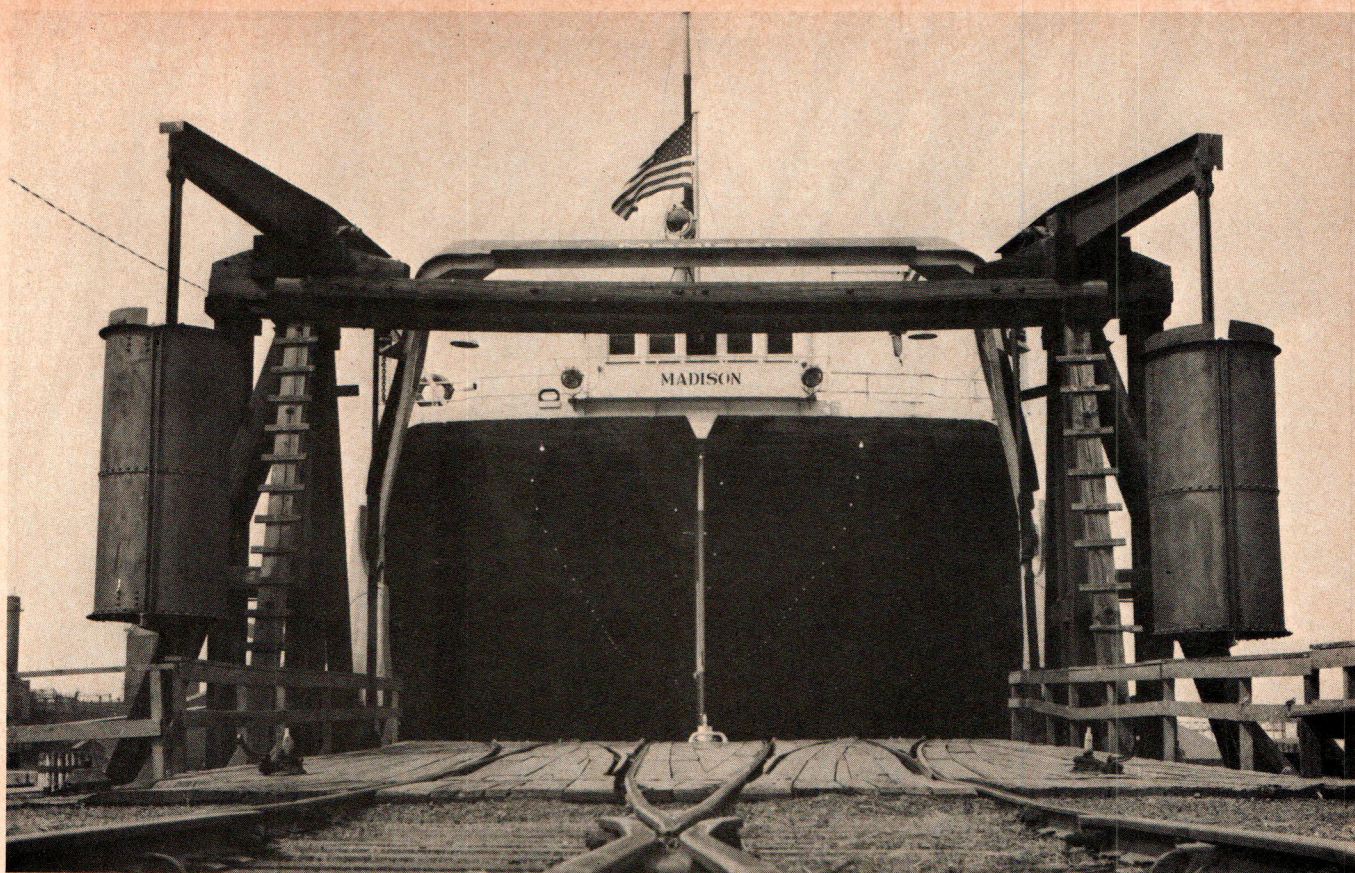
Essentially, a carferry slip requires only a track leading to an “apron” (see photos) that can be raised or lowered to meet the deck level of the carferry. Most prototype arrangements include a small yard (and sometimes a tiny engine yard) where cars are held before loading aboard the ferry, or shuffled into proper order after arrival prior to forwarding to their destination.

A typical prototype — and a favorite of mine — is the Grand Trunk Western's carferry operation in Milwaukee, Wisconsin. It's a snug operation, tucked into a side of the Kinnickinnic River just south of the main portion of the city's inner harbor and mooring basin. Here the GTW's carferries take on or discharge freight cars. The cars are routed via carferries across Lake Michigan because such a route avoids terminal delays at the south end of the lake in the Chicago area. Milwaukee is one end of the carferry route; Ludington, Michigan, is the other end.

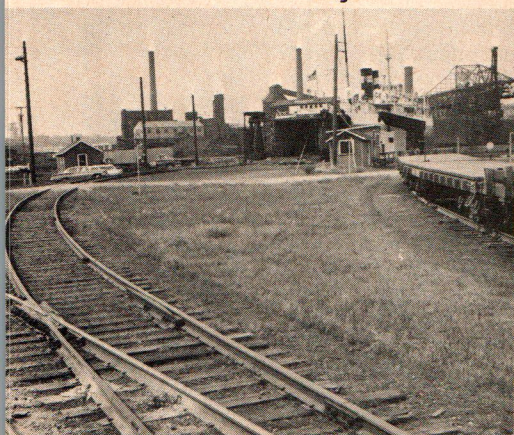
In any case, the GTW's Milwaukee facility can easily be miniaturized into something practical for a model scene. Remember, all that's important is the idea — the fiction that you're creating a waterfront scene with some interesting points of detail.

The first step is to locate your model carferry slip logically. A city scene is perhaps most common, but there are a couple of these facilities on the Great Lakes that are at remote shoreline points, away from the giant structures and industrial sprawl that characterize the GTW setup in Milwaukee. Those of you





The cavernous hold of the Grand Trunk Western's "Madison" awaits a switch crew and its consignment of freight cars. The GTW car ferry and its sisters ply between the east and west shores of Lake Michigan.

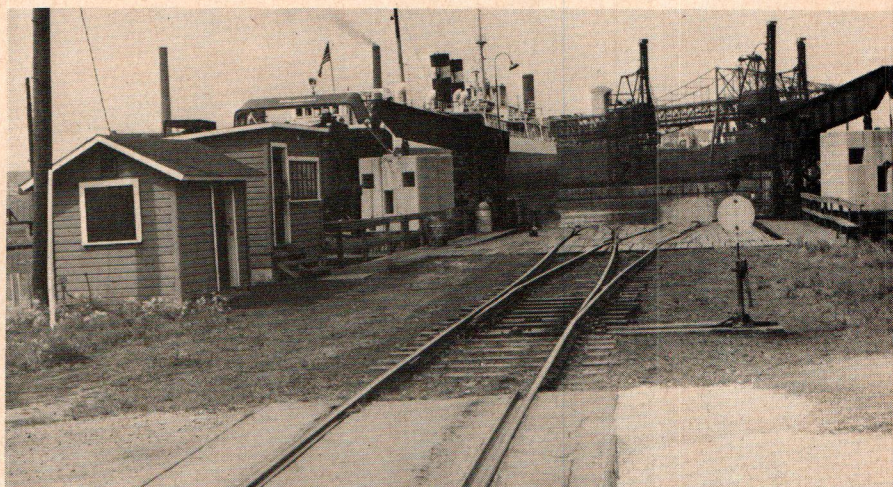


Tracks curve gracefully in the GTW car ferry facility. Yard and enginehouse are at left. Idler flat keeps engine weight off apron: saves wear and tear.

who have seen the car ferry facility of the Chesapeake & Ohio at Kewau-
nee, Wisconsin, will understand the
great contrasts in surroundings that
make it possible to locate a car ferry
slip almost anywhere.

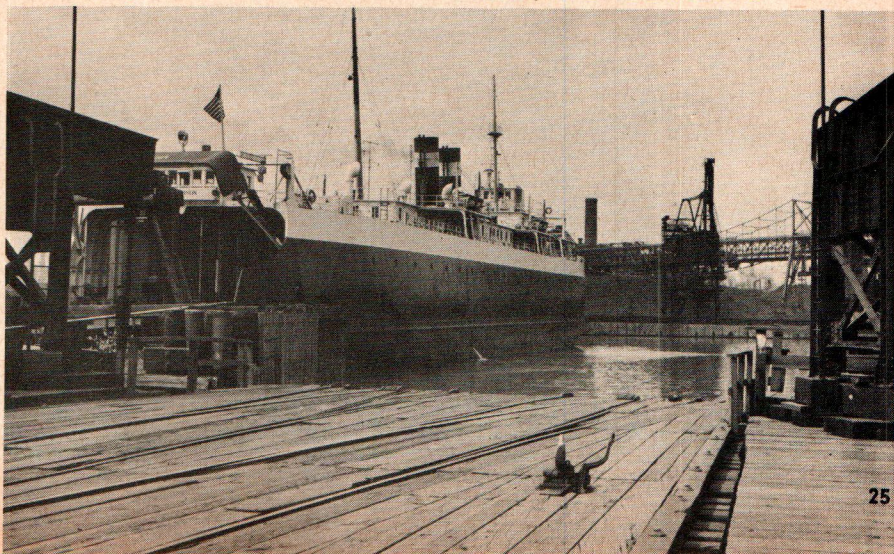
On most layouts of small to moder-
ate size, it is probably easiest to
place the waterfront near the edge
of the benchwork or on an aisle where
you don't have to model — exactly —
the destination or even the direction
of the river or lake.

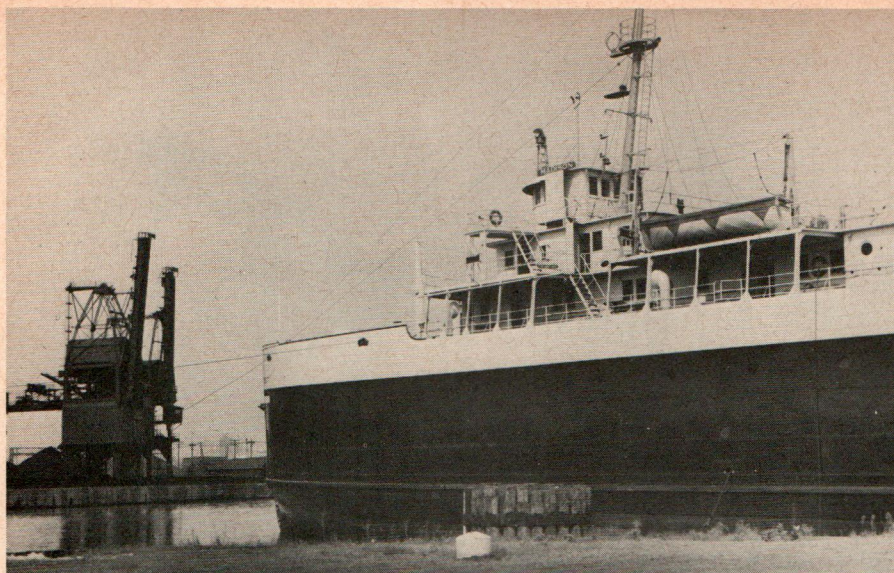
As a matter of fact, all that is
really needed is a "suggestion" of a
body of water plus a lead track and
an apron. Those are the basics. With
a minimum arrangement like this,



At Milwaukee, the GTW has a pair of car ferry slips tucked into the edge of the Kinnickinnic River south of the city's inner harbor and main mooring basin.

A single track leads to a typical car ferry slip. The woodecked apron can be raised and low-
ered to meet the level of the deck of the
car ferry. Small details abound.





The water's edge is handled in many different ways, as shown in the two photos above and below. In Milwaukee Harbor, sheet steel piling is most common, but there is an abundance of concrete and wood piling. Clumps of piling or double and triple rows of pilings separate hulls and harbor walls where boats are moored.

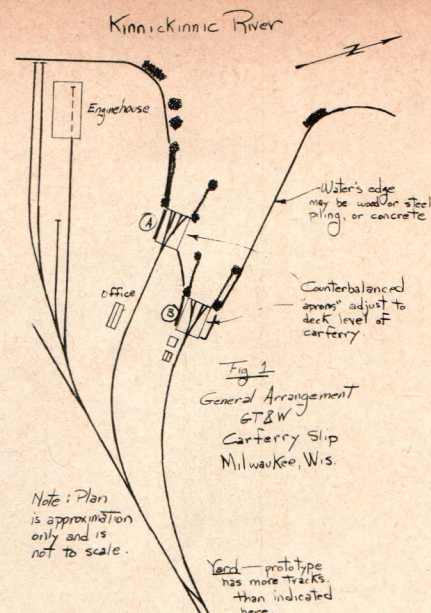
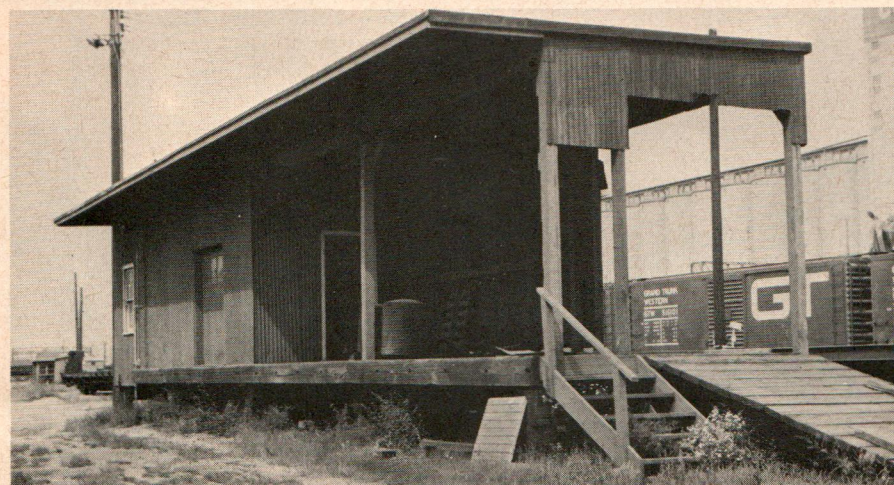


Fig. 1 General Arrangement GT&W Carferry Slip, Milwaukee, Wis.

you'd assume that your railroad would be using already existing yard and engine terminal facilities not too distant from the carferry slip itself.

If you're really ambitious, you can embellish the basic idea as much as you want. You, could, for example, construct a small yard and engine facility similar to the GTW's setup, and actually model the carferry so that you could switch cuts of cars onto and off of the track level deck. This would give you a fascinating bit of operation as cars disappeared into the hold or were pulled out.

The switching of a carferry always reminds me of one of those classic circus acts where a tiny auto, horn beeping loudly, drives into the center ring and fifteen or twenty clowns come tumbling out. A carferry holds a surprising number of freight cars—six or eight per track (most have four tracks). If you're interested in detailed information on carferries, there's a dandy book, *The Great Lakes Carferries* by George W. Hilton, that includes photos and some drawings that would be useful to the modeler.

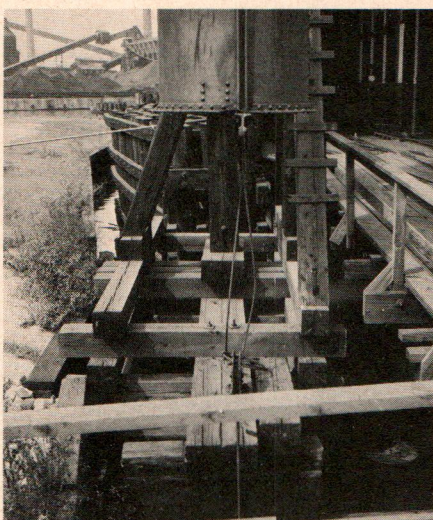
In any case, the adjustable apron is the most important point of detail. The GTW arrangement in Milwaukee has two types, one with timber framing and one with steel. My favorite is the timber type, partly because it looks weathered and interesting, partly because it is probably the easiest to model!

The photos show details of both. I'm not going to give you specific instructions because dimensions and layout will vary with the specific installation you can fit into your layout (pardon, railroad). Roughly, the ap-

GTW freighthouse at edge of carferry yard is used to store maintenance supplies; is of wood and corrugated construction. Weeds are evident.



Square timbers are stained a weathered grey, detailed with plastic or cast boltheads by Kemtron or others. Water is murky green. Notice the rail mounted under the counterbalance, pilings beyond.



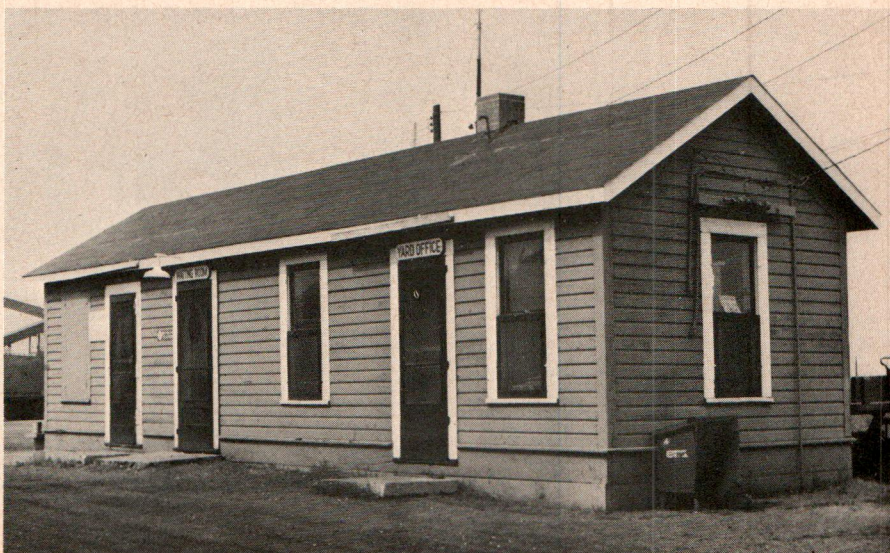
Model of counterbalance is best scratchbuilt although oil derrick walking beam castings by Campbell or MEW could possibly be adapted in HO.

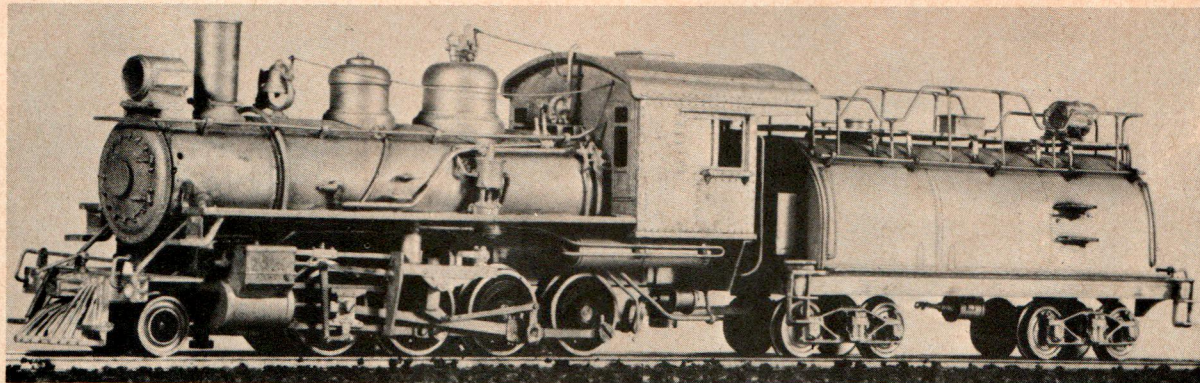
LOWER RIGHT: Yard office is standardized type structure readily modeled from kits or wood.

ron deck is about 50-60 ft. long and 20-25 ft. wide. Most of the timbers are what are called bridge timber sizes. Basic sizes in the A frame on each side of the timber facility are 12" x 16" and 12" x 12".

Surrounding the GTW's slip is a fine assortment of small structures. There is a yard office, a two-stall enginehouse, a freight shed, several small shanties. The photos show these to be easy to model with sheetwood and stripwood. Incidentally, if you do your waterfront switching with a steam locomotive, you'd be justified in locating a water tank and small coaling facility nearby.

As a final thought, you might consider a barge (sometimes called a "float") with tracks on its deck instead of tackling a fullfledged car-ferry!

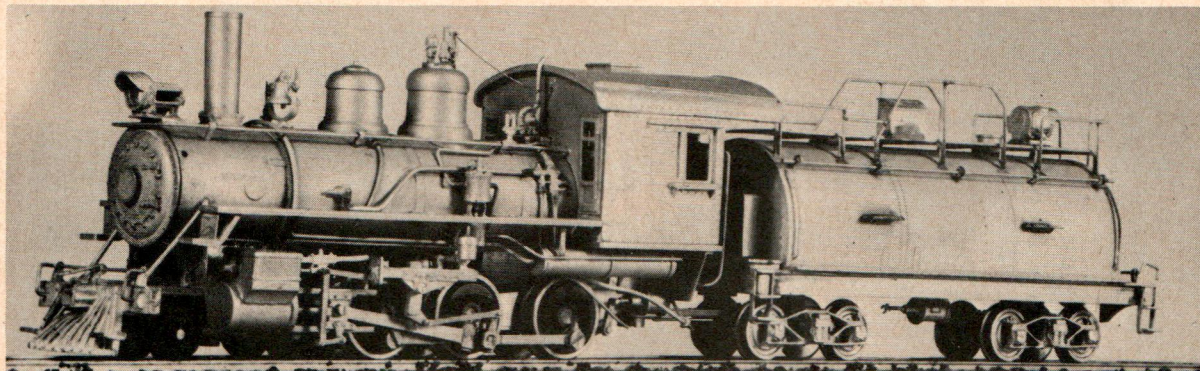



SOUTHERN PACIFIC NO. 1
HOn3
WESTSIDE MODELS

Built by Baldwin in 1919 for Nevada County Narrow Gauge. All brass model with lost wax detail parts. Walschaerts valve gear. 5 pole Japanese permag motor tender

mounted with flexible shaft. Haystack oil tender, with archbar trucks. Nickel plated drivers. Mfd. in Japan for Westside Model Co., 1801 Dalehurst, Los Altos, Calif. 94022.

List price \$42.50 RTR unpainted, 1965. Out of stock Oct. 1966, new stock due. Contact importer regarding replacement part availability.


SOUTHERN PACIFIC NO. 18
HOn3
WESTSIDE MODELS

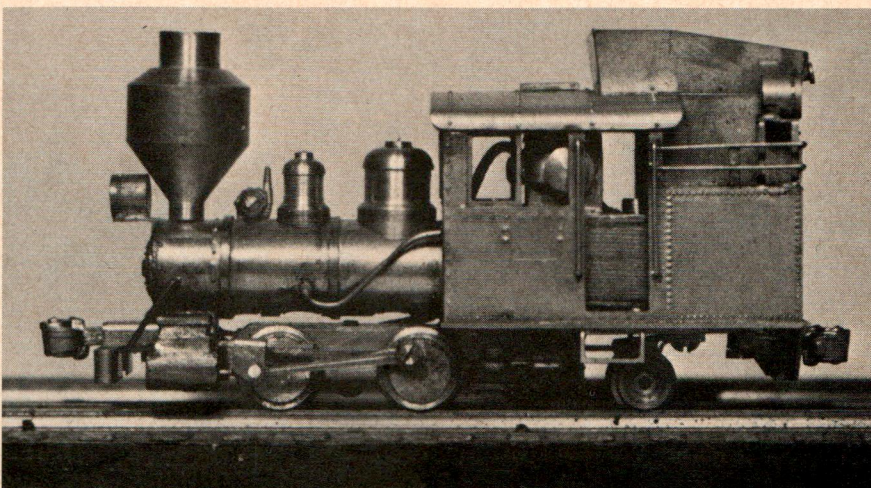
Built by Baldwin in 1911 for the NCO. Moved to Owens Valley in 1928. Now on display at Independence, Calif. All brass model with lost wax detail parts. Walschaerts

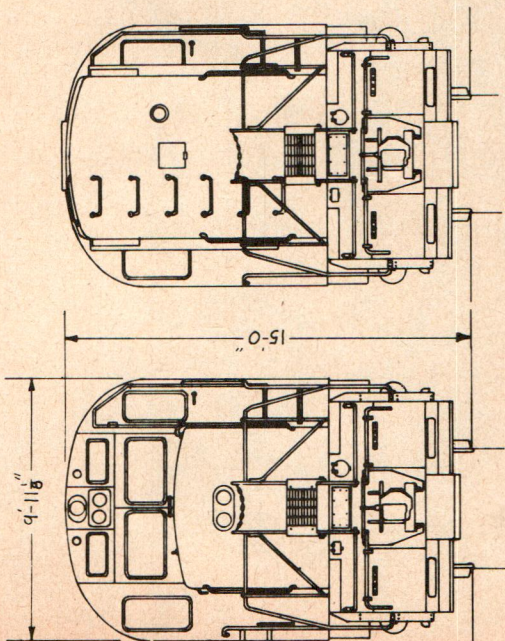
valve gear. Hatstack tender with arch bar trucks. Japanese permag motor tender mounted with flexible shaft. Wgt. about 11 oz. Nickel plated drivers. Mfd. in Japan for

Westside Model Co., 1801 Dalehurst, Los Altos, Calif. 94022. List price Oct. 1966, \$42.50 RTR unpainted. Contact importer regarding parts availability.

BALDWIN BUILT LOGGER

Baldwin built industrial and plantation loco. All brass model with turned and stamped fittings. Solid drivers. 5 pole Japanese stack permag motor vertically mounted in cab. Mfd. in Japan for Westside Model Company, 1801 Dalehurst, Los Altos, Calif. 94022, 1965 list price \$17.50 RTR unpainted, now out of stock.

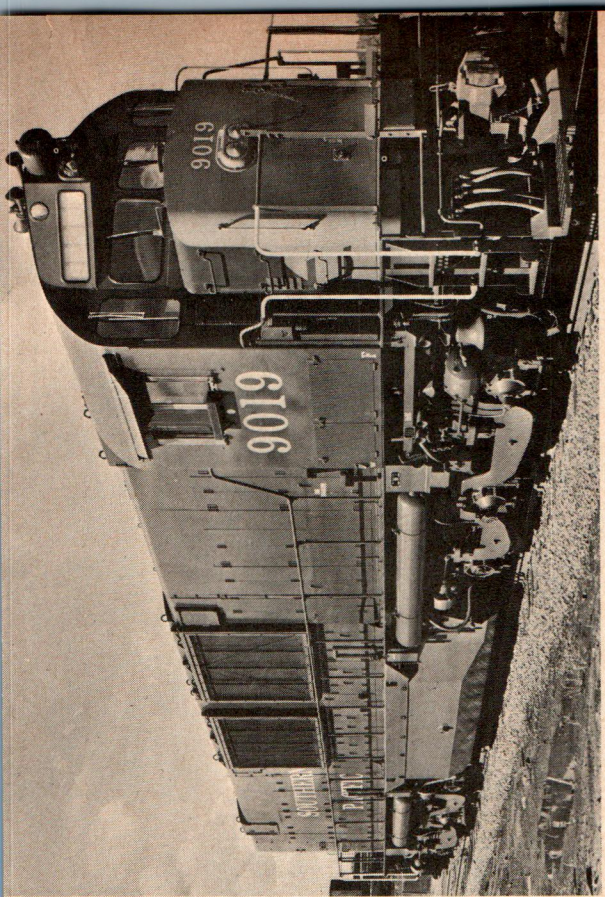

HOn3
WESTSIDE MODELS



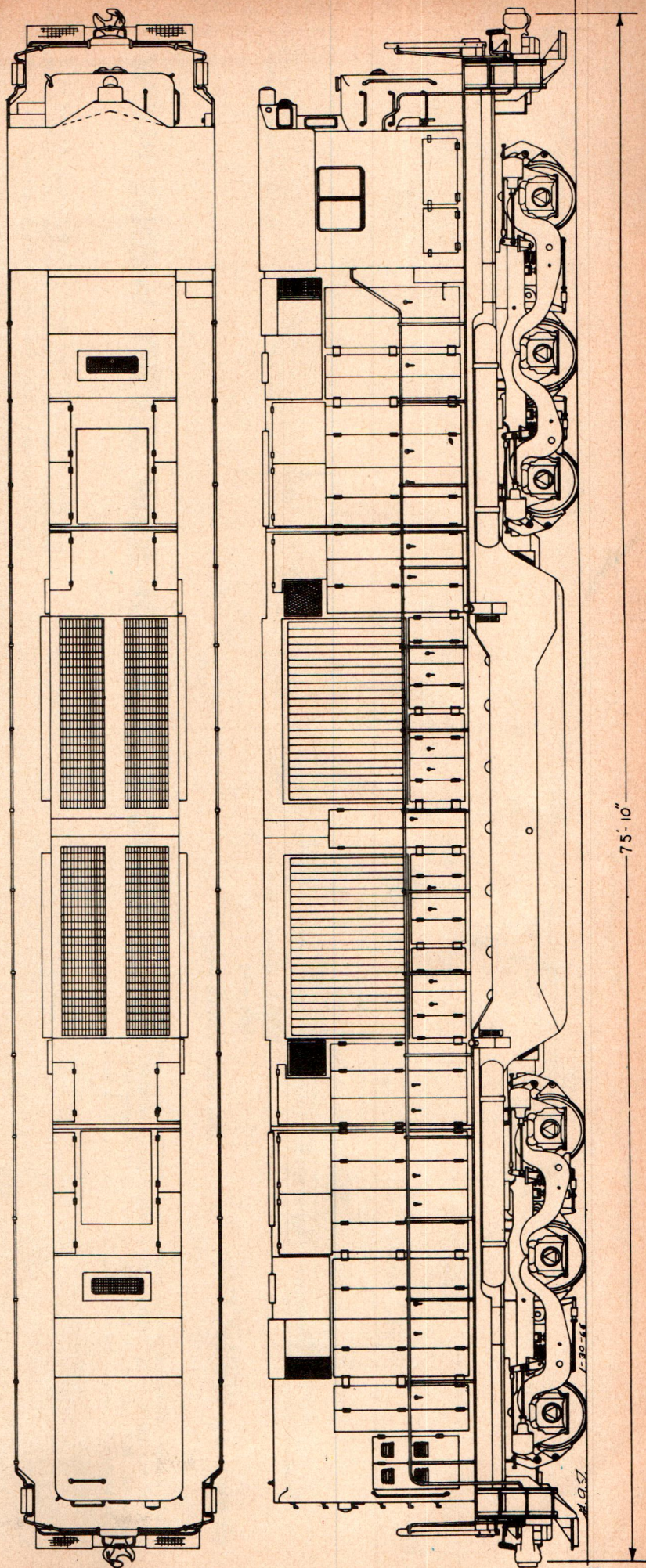
A LCO Products' Model DH-643 is a diesel hydraulic locomotive equipped with two Alco 251 series V-12 engines, rated at 2150 hp. each. Only three of the units were built during 1964, bought by the Southern Pacific to supplement its fleet of German-built Krauss-Maffei diesel hydraulic locomotives. Originally numbered 9018-9020, the locomotives were renumbered to 9150-9152 in 1966.

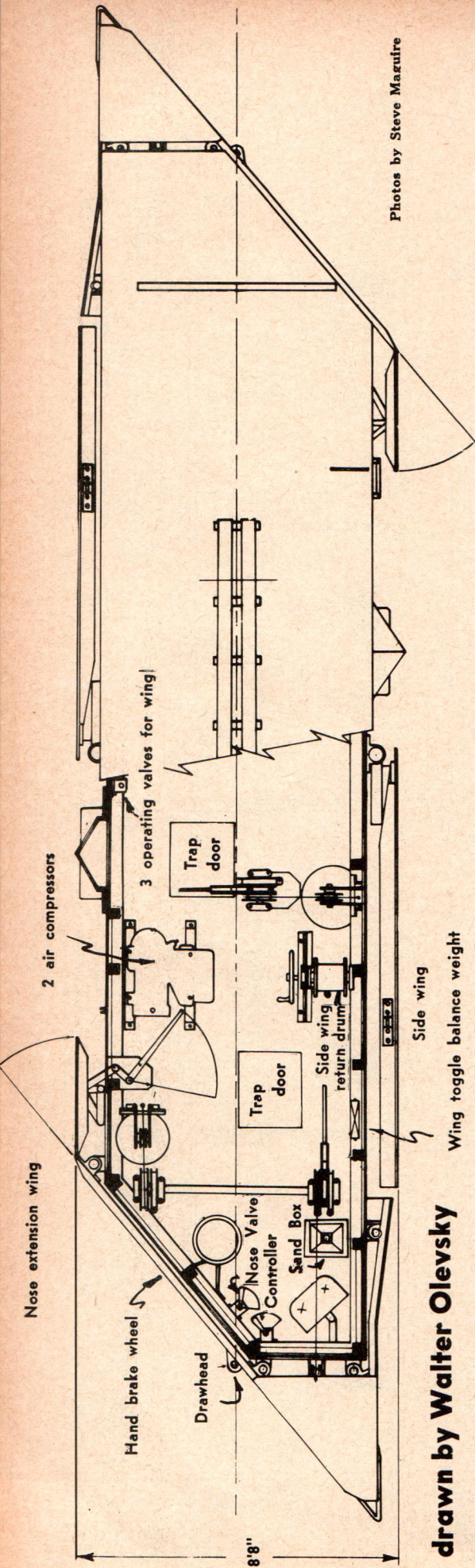
**Drawn by
George A. Trager**

ALCO DH-643 2150 HP. — 1964



Southern Pacific No. 9019, since renumbered, is one of three diesel hydraulic locomotives built by Alco Products in 1964. Unit is grey with bright red ends and fuel caps. Roman style letters are white.



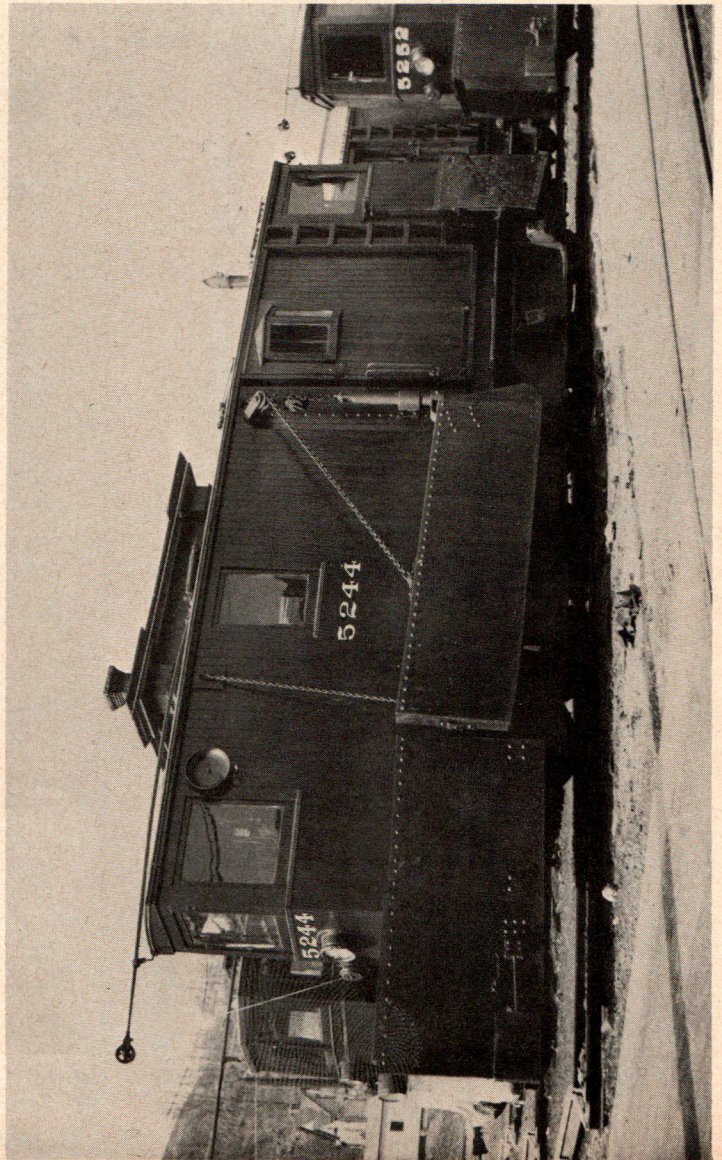


Photos by Steve Maguire

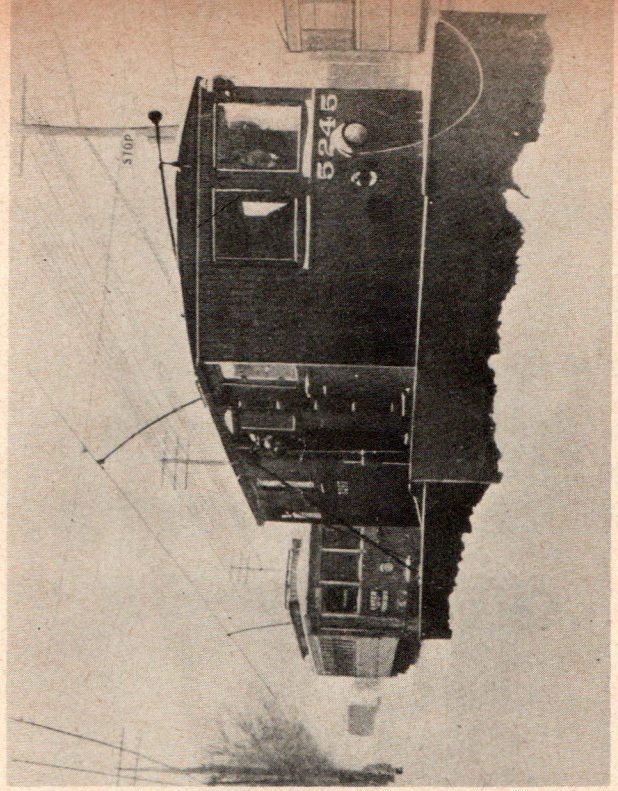
drawn by Walter Olevisky

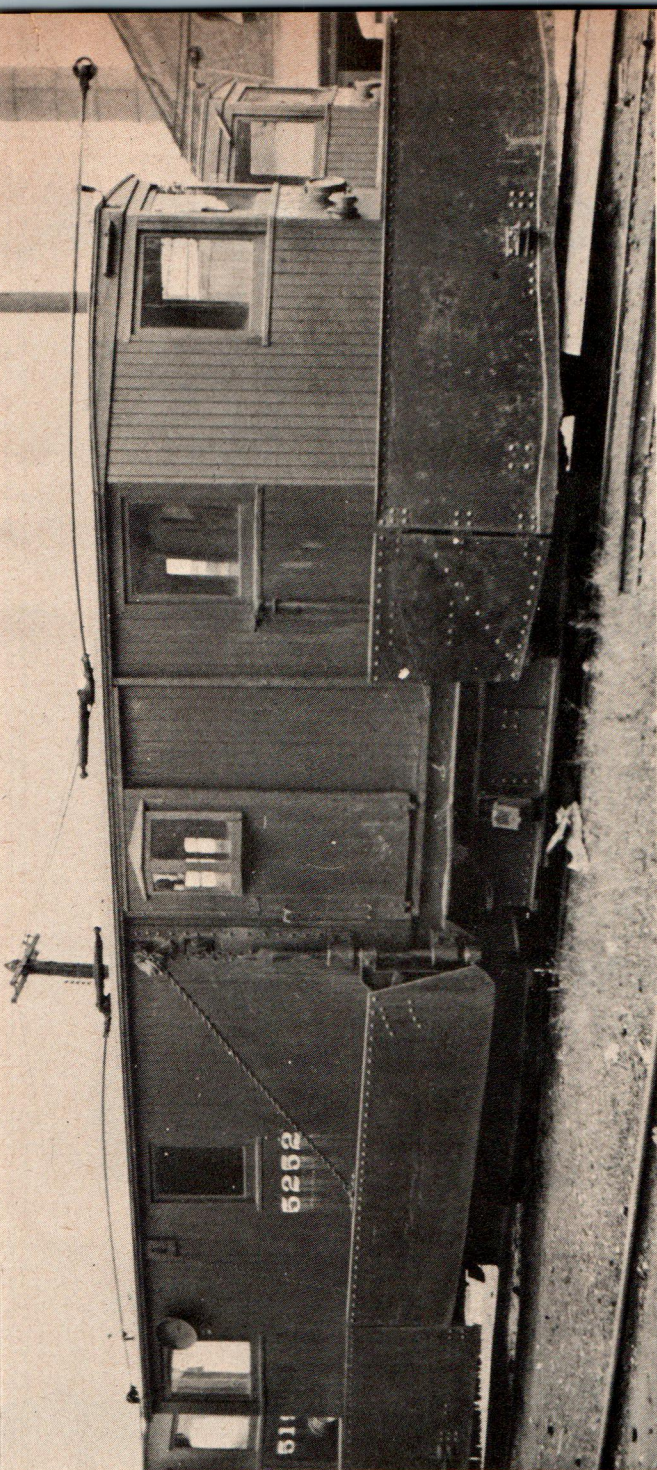
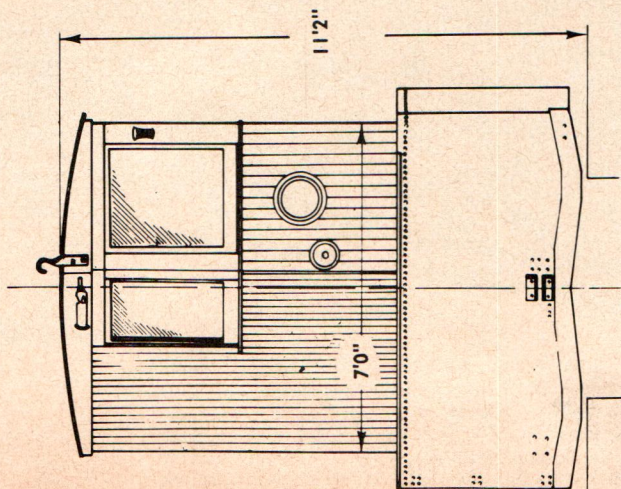
PSNJ's massive 8-wheeled wedge plows were operated over large parts of the giant trolley system, Steve Maguire caught 5244 at Edgewater, N.J., on March 27, 1938, a few short months before PS substituted its famed Hudson River Line. Car was dark green.

PUBLIC SERVICE OF NEW JERSEY WEDGE PLOW



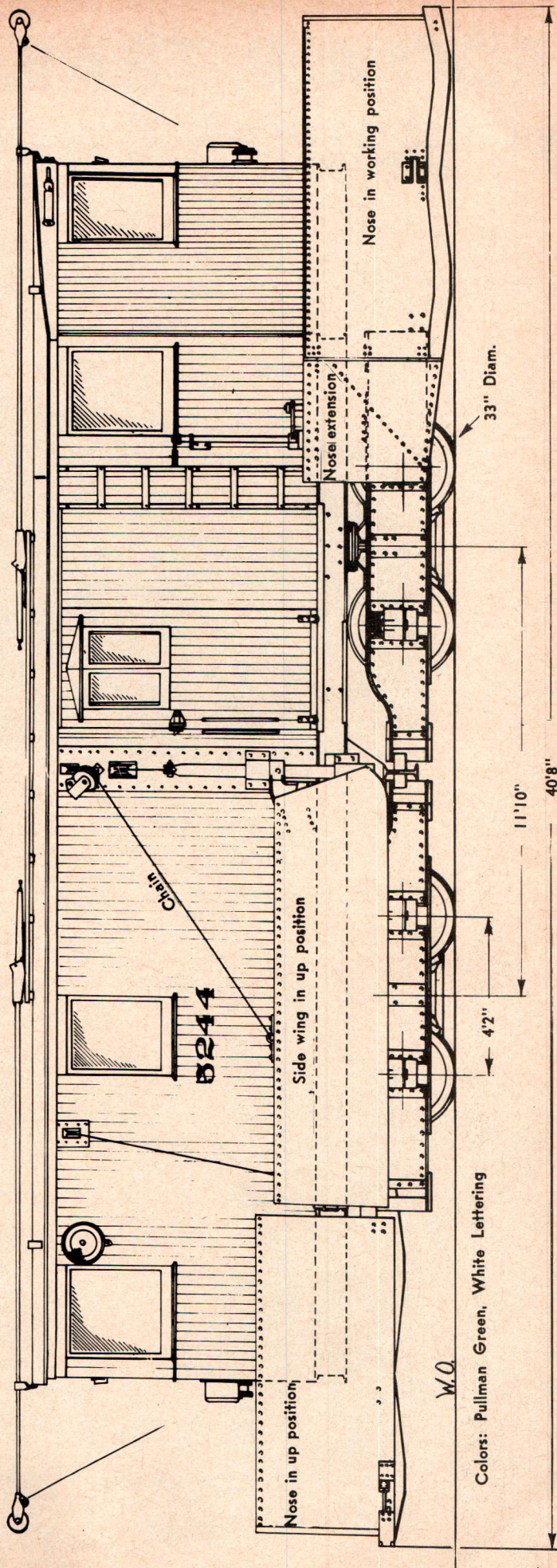
Car 5245 during a blizzard working South Orange Avenue on the Springfield line west of Newark. Franchises often called for the traction company to clear the streets, hence the supplementary wings.





PSNJ 5252, also assigned to the Bergen Division, caught by Steve Maguire at the Edgewater car barn. Solid girder truck construction

kept car's weight down near rails. PSNJ also maintained its equipment in good condition, even when bus substitution loomed near.

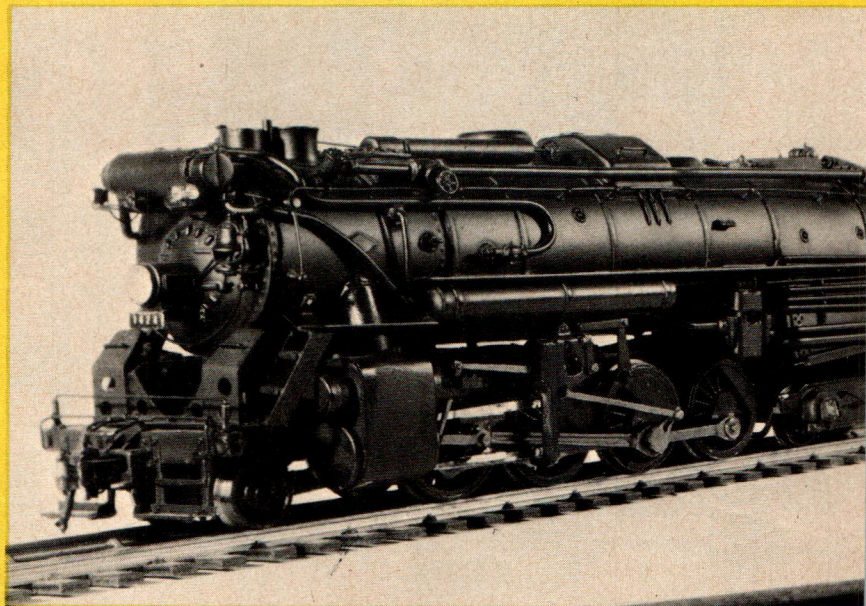
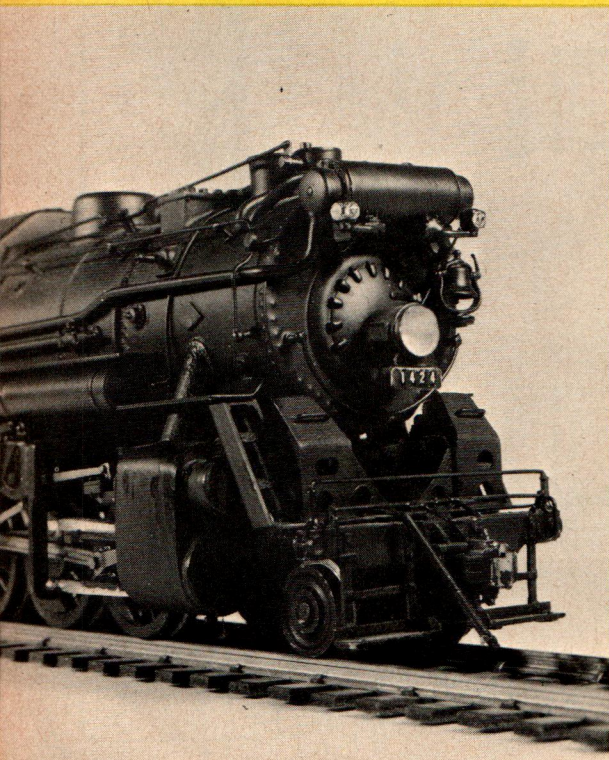
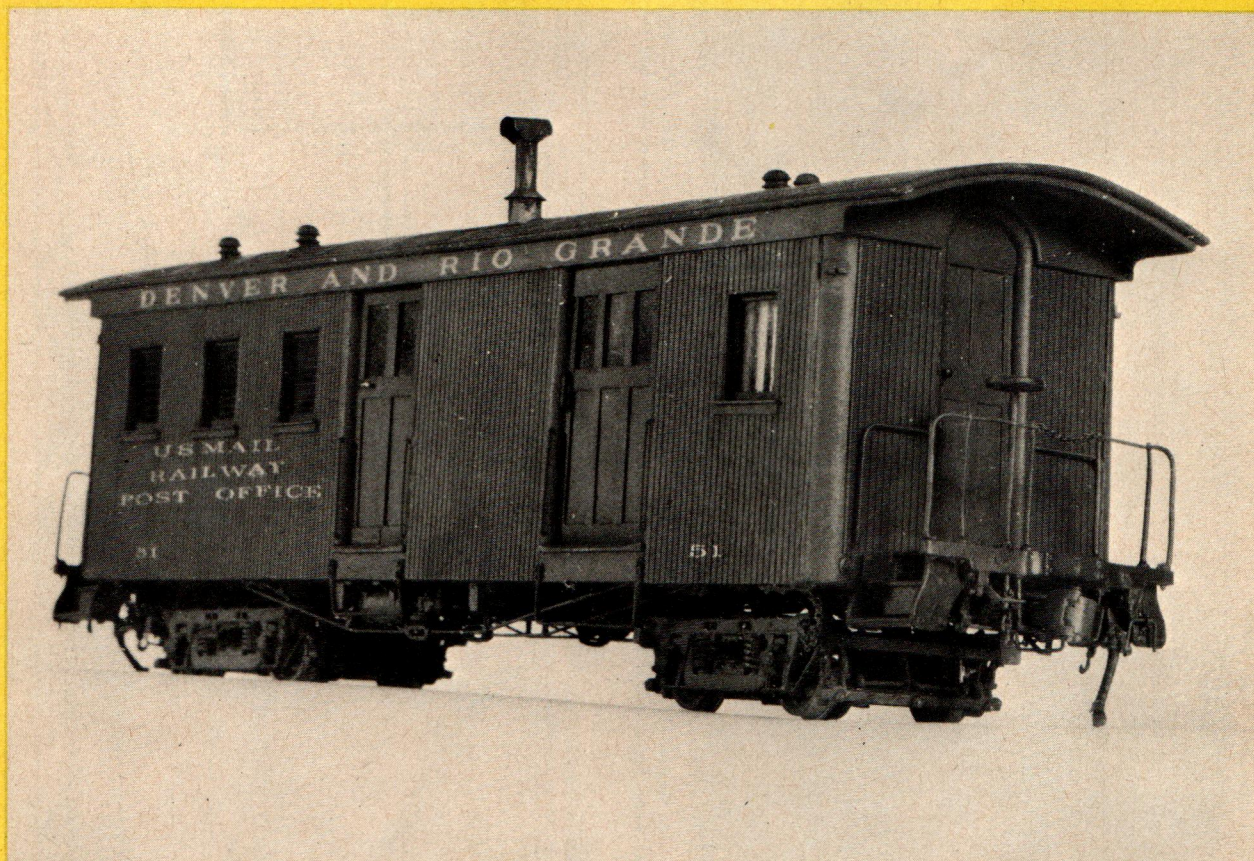


Colors: Pullman Green, White Lettering

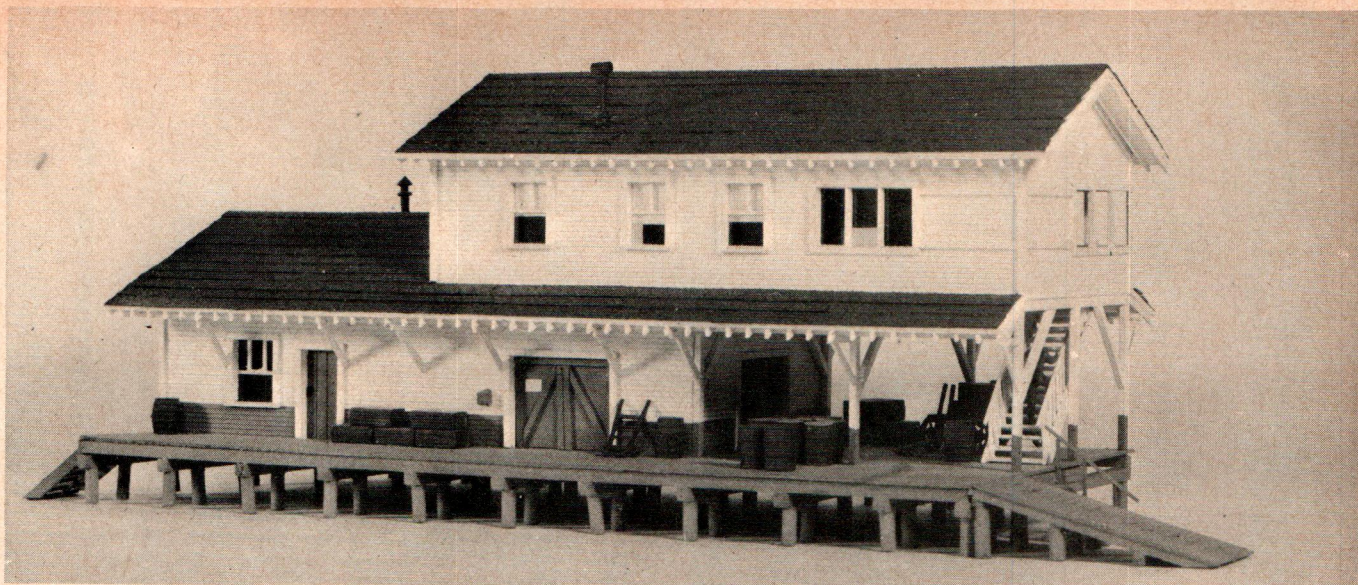
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RMC's Boomer Trail is the department where our readers can show off their special models and layouts. Photos must be sharp, well exposed, lighting even over the entire photo. Do not submit color prints, small Polaroid prints. Photos should be size 4x5 or larger, preferably on single weight glossy stock unmounted.



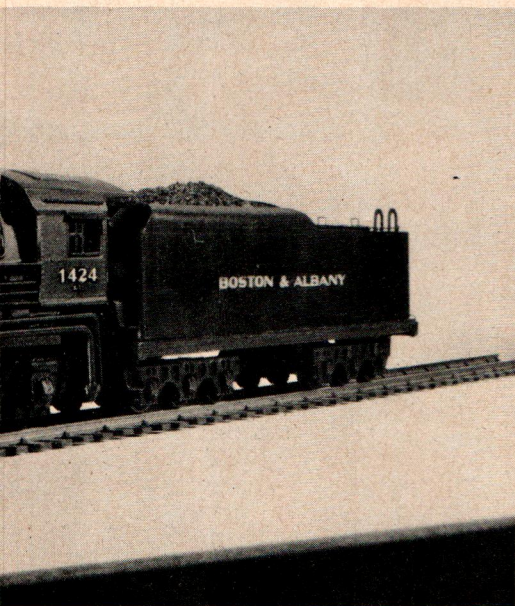
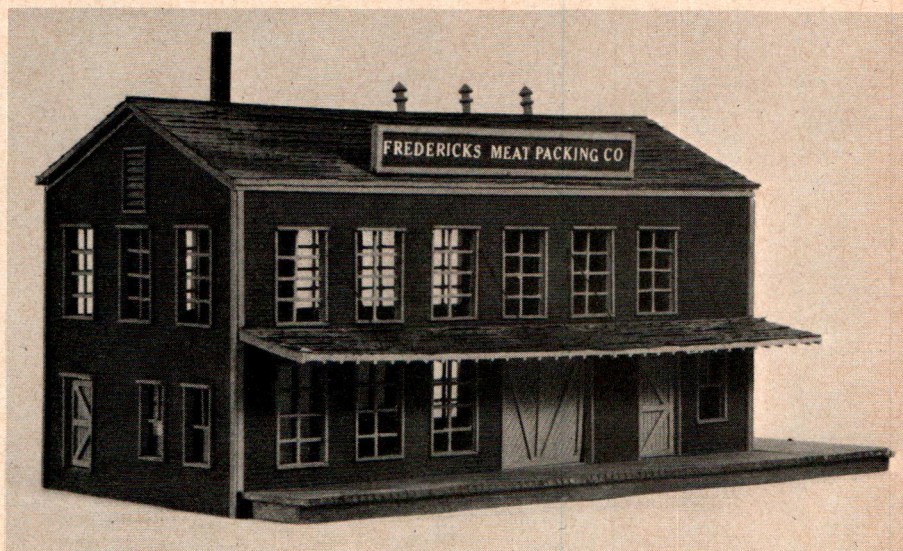
Immaculate scratch built Boston & Albany class A-1a Berkshire built by George Shongar in O gauge, and now in the collection of George Vonderschmidt, Bergenfield, New Jersey. Prototype locos were built by Lima in 1926. Termed "submarines" by their crews because of their unusual swooshing noise, they were used on the West Coast during the last few years of their service on the New York Central.



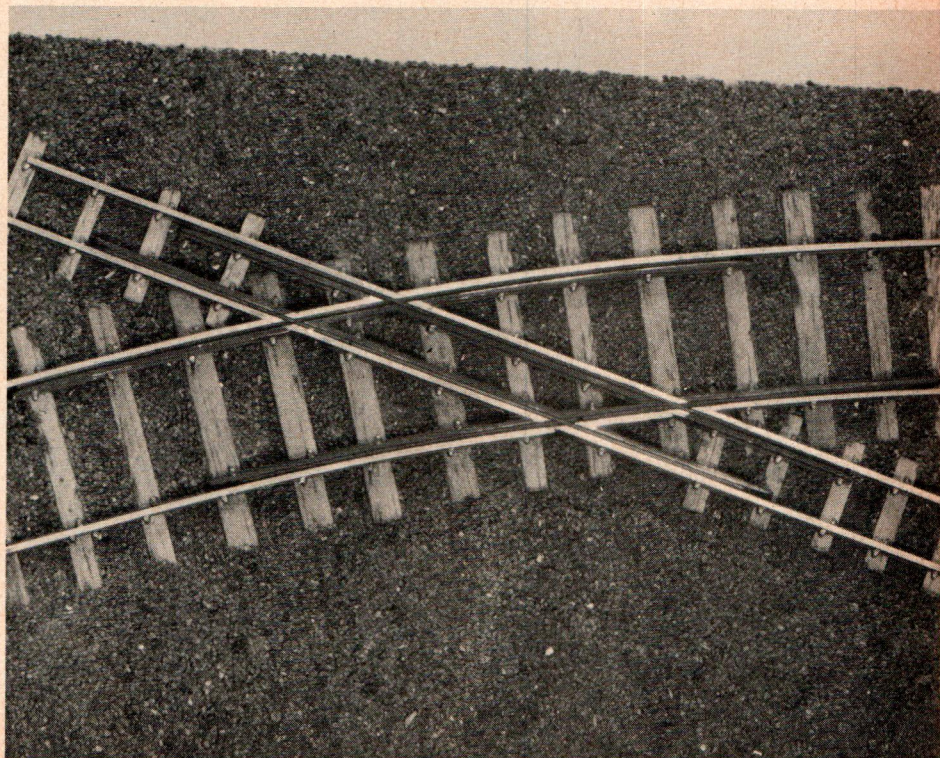
Fred Wadleigh, Jersey City, N. J. took 3rd place in the Mid-Eastern Region model contest held at Reading, Pa. Model is built of Northeastern lumber. Barrels and hand truck are by Selley. Model is HO.

1/4AAR fine scale Denver & Rio Grande mail car built from RMC plans by Walter Olevsky, Carlstadt, N. J. Model, which won firsts at both NER and MER meets, uses Valley Car Works wheel sets, Kemtron side frames, and wood by Camino and Northeastern. Very, very nice.

Fredericks Meat Packing Company built by Fred Wadleigh, Jersey City, N. J. from RMC plans. Model uses Northeastern wood, separate paper shingles.



Dual gauge crossing has an On2 track crossing an O standard gauge line. Builder John Hartz, Bergenfield, N. J., used code 100 nickel silver rail with balsa wood ties. Notice there are four spikes per tie.



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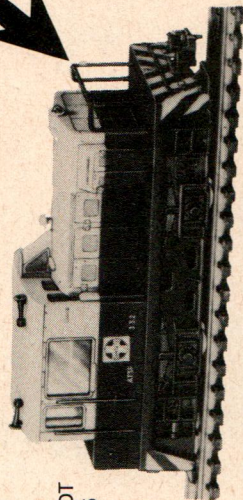


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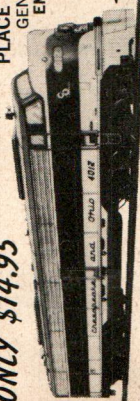
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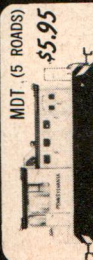
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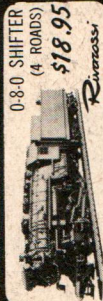
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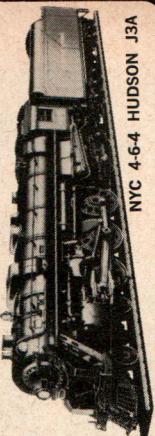
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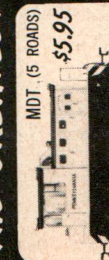


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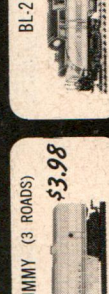
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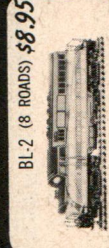
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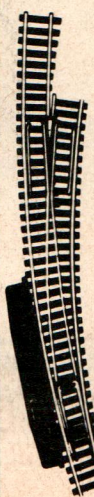


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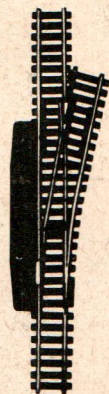
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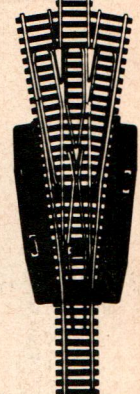
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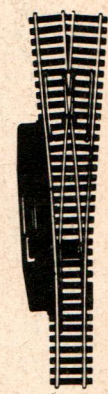


2507 #6 Remote Control R.H. Turnout
2508 #6 Remote Control L.H. Turnout

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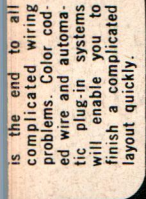
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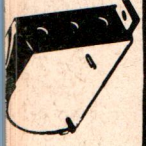
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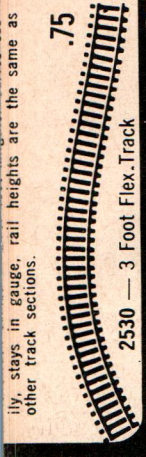
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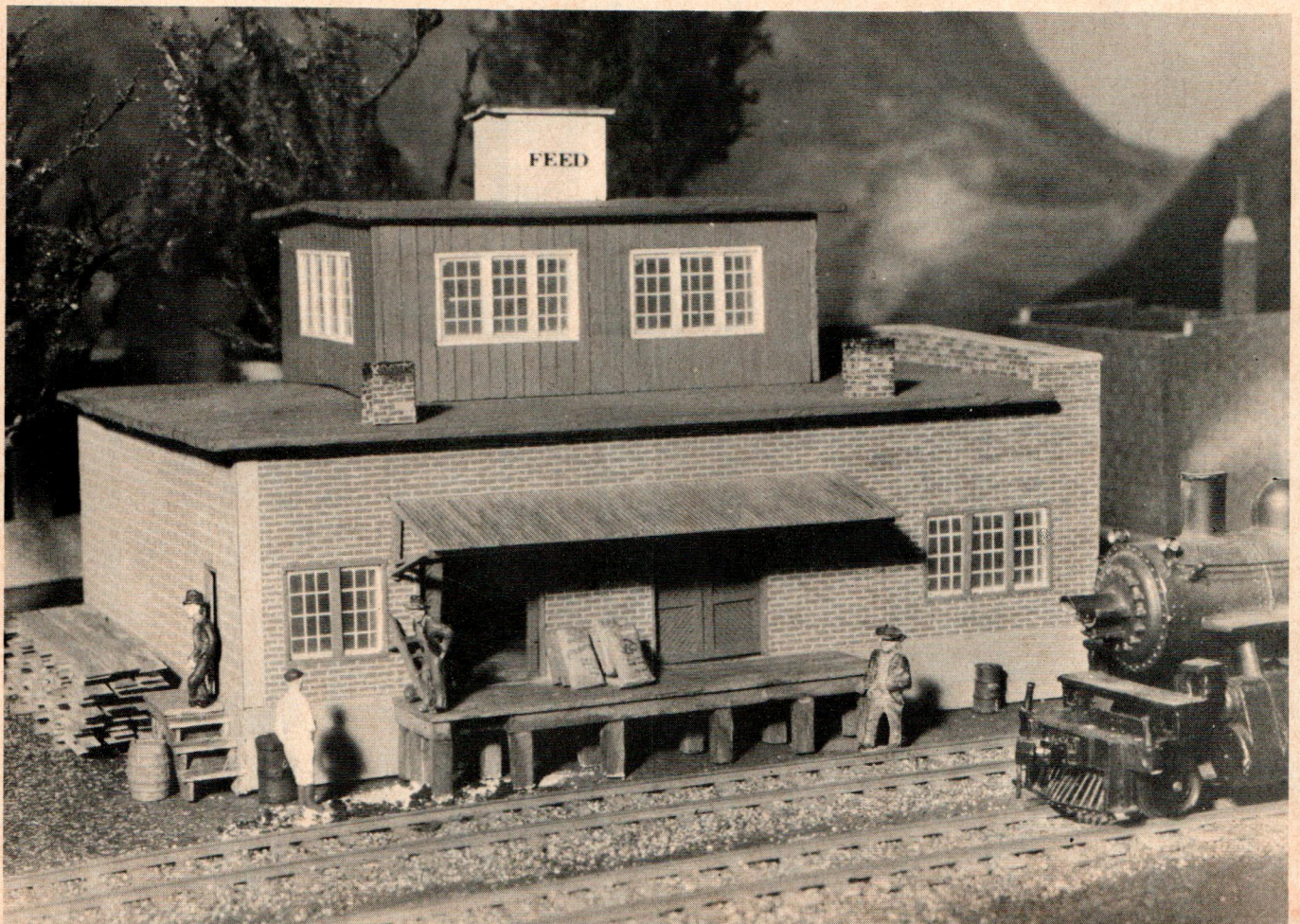
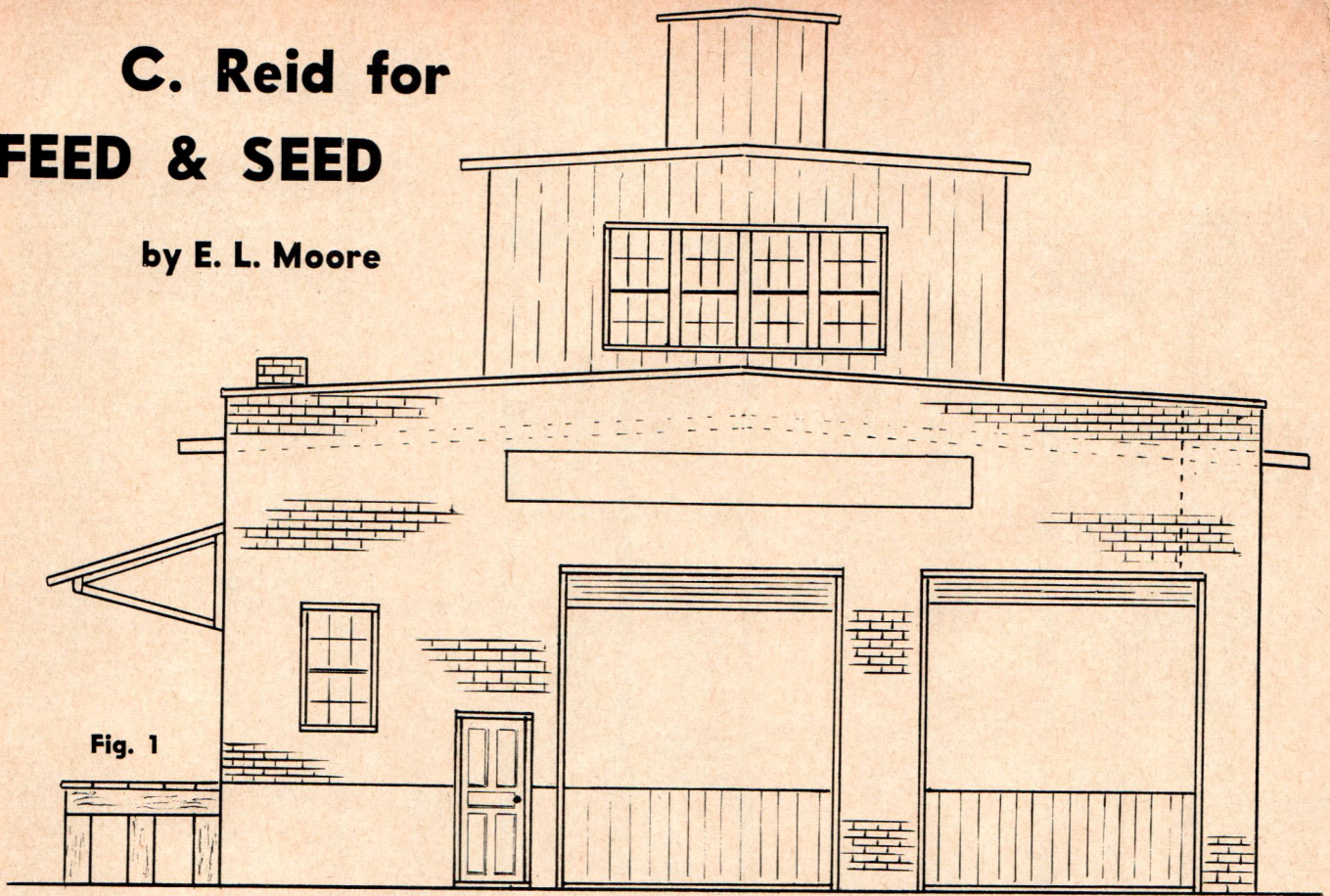
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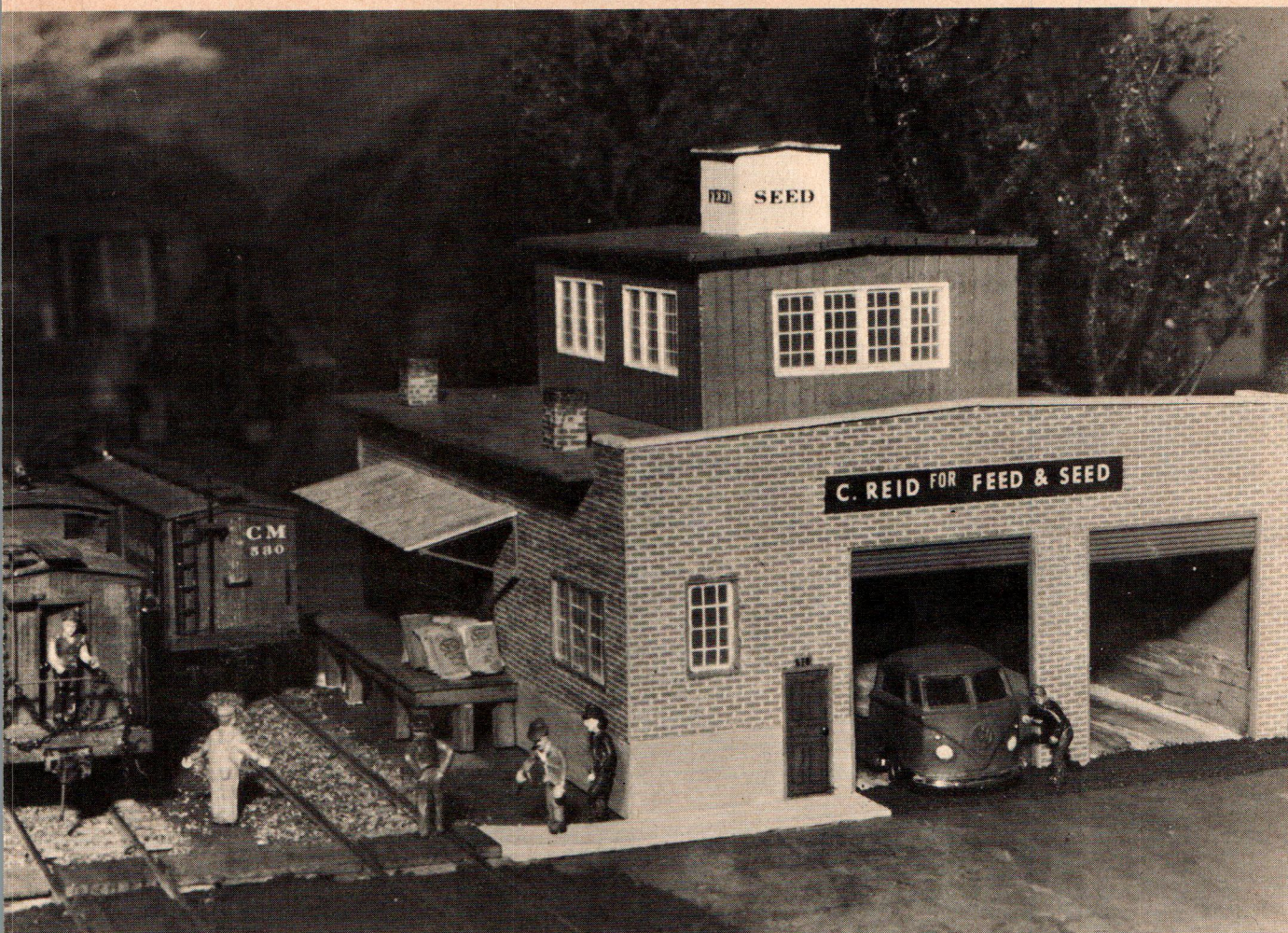
The FINEST HOBBIES from AROUND the WORLD

C. Reid for FEED & SEED

by E. L. Moore

Fig. 1





A small railside structure which can be recommended even to beginners if they follow the step by step instructions carefully. Model measures only about 7 inches square in HO; is easily built in any scale.

HERE YOU have a comparatively small railside structure, requiring only a $6\frac{1}{2}$ " x 7" area, so simple to build that a week of evenings should see it through, and of a style not too modern but somewhat different from the usual run. The prototype was built for and occupied by a wholesale fruit company, then later acquired by a wholesale seed house. I merely added a line of feeds to give the sign a bit of rhythm.

It can be built, either as an all brick walled main structure, or with a rear wall of concrete blocks (depending on your brick and concrete

wall inventory) while the super structure is of wood. Here, too, you have a choice of sidings: clapboard, board and batten, or the vertical matched siding I have used. Although the prototype had a raised concrete floor, I deviated by installing a wood one (rats not being one of my problems).

In HO, it can be built at a cost of \$1.50 or \$2.00, and here is a list of materials required:

- 12" brick ($3\frac{1}{2}$ " x 12" sheet) for sides and front wall
- $\frac{1}{2}$ concrete block sheet $5\frac{1}{2}$ " long for rear wall
- 14" $1/8$ " x 6" balsa for floor and roof base
- 14" $1/16$ " x 6" balsa for base and main roof
- 4" $1/16$ " x 4" balsa for upper roof
- Acetate, 2" x 7", frosted preferred
- Scraps: $1/32$ " balsa, corrugated roofing, scribed sheathing
- 25' $1/32$ " x $1/16$ ", 25' $1/32$ " square, 10' .020 x $1/16$ " stripwood

Front view of the Seed House. Cupola serves as handle in lifting off roof. Moore used Northeastern brick and cement block siding. VW truck is Viking model from Nathan Preston, painted, detailed.

We begin by cutting a base of $1/16$ " balsa or sheetwood. I used 6" wide balsa, cutting the base 39" x 49", since the building is to be 40' x 50'; alternately you could use a narrower width and piece it. Next, from $1/8$ " balsa, 6" wide, I cut the floor, this also 39" x 49". Two truck spaces are cut in the floor, each 11' x 18', with $1\frac{1}{2}$ ' floor space left at right side and 3' in the middle, to coincide with the door openings in Figure 1. A cut is also made for the steps which go up from the street door into the office. As you will see in the photograph the base and floor are separated with strips so that the floor is 4' high. Scribe and stain floor, and fill in around truck spaces. After installing steps I made an office partition of $1/16$ " balsa to enclose an area 12' x 18', and in an idle moment made some office furniture of construction paper, also a clock and calendar.

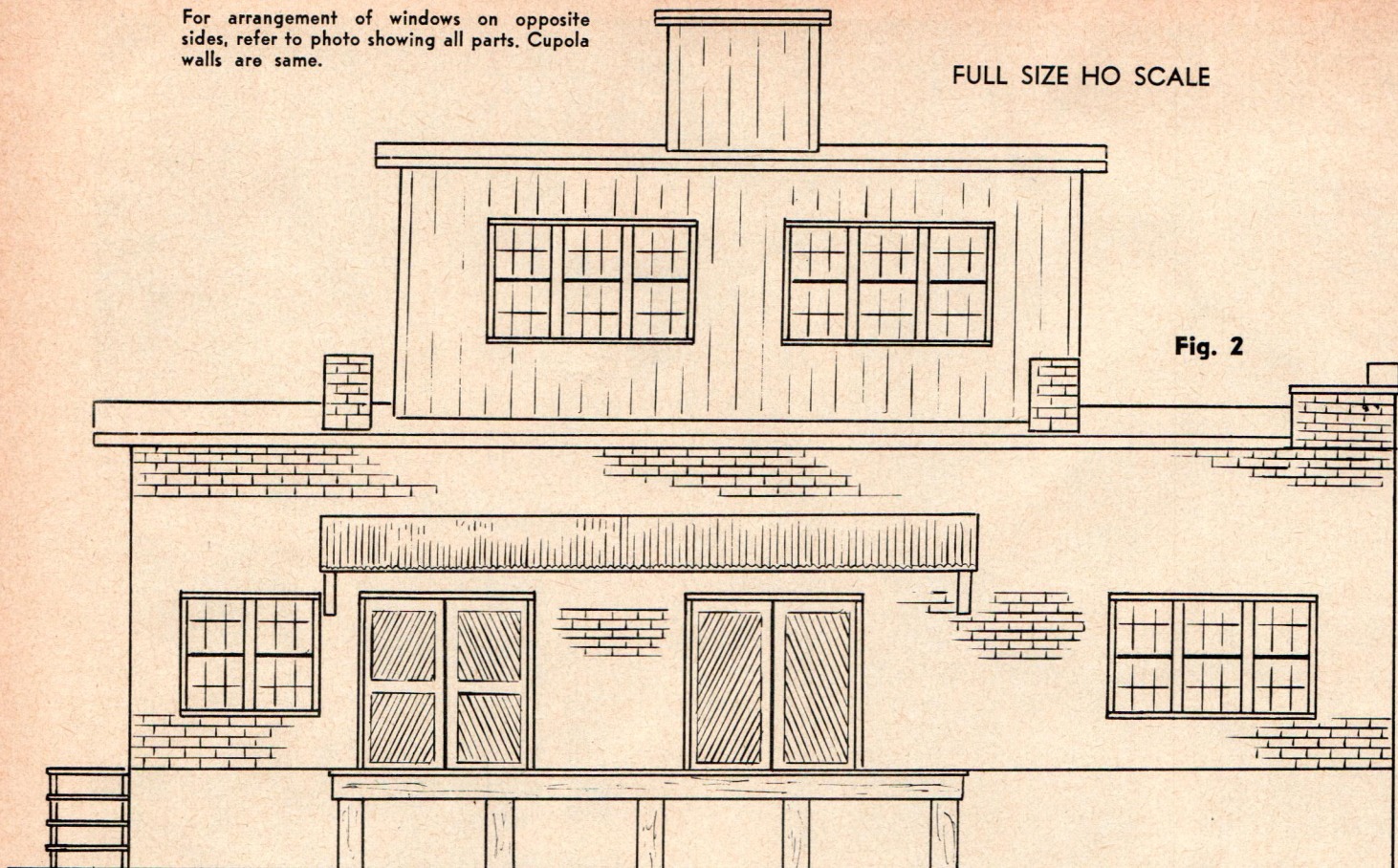
Now for the walls. The side walls are cut from one piece of Mr. Northeastern's brick siding, 50' long, slicing this into two equal widths of $12\frac{3}{4}$ '. Since there was a bit of gray at one end, I used this to an advantage at the rear where it would join and

Author Moore's Feed Plant offers the modeler a number of alternate siding materials. Cinder block and new brick create a modern look, whereas clapboard or batten board siding would give the plant an older appearance, especially if judiciously weathered with Floquil.

For arrangement of windows on opposite sides, refer to photo showing all parts. Cupola walls are same.

FULL SIZE HO SCALE

Fig. 2



blend with the concrete wall. The brick is cemented to 4' wide strips of 1/16" balsa, painted to simulate concrete, thus providing a foundation all around. One side, as in Figure 2, shows the window and door arrangements, while the Kit Photo presents the windows allotted to the opposite wall. All window openings are of an equal height but vary in width as given. In drafting their outlines on a card I penciled them in a side by side position, making 1 single, 1 double, 7 triples and 2 quadruples. Although I much prefer using black ink, white seemed called for here, and by using frosted acetate which has a matte surface on one side that takes ink easily, and by constantly cleaning my pen I managed without too much trouble. Single window openings are 3'x5', doubles 5½'x5', triples 8¼'x5', and the four window openings 11'x5'. All openings are cased with 1/32"x 1/16" stripwood, those in the brick walls being prepainted green, and inside these at rear are set 1/32" square stripwood window stops. In the multiple windows dividing strips of .020 x1/16" set off individual windows and are cemented in after the strips of acetate are installed. A choice of doors, made of 1/32" scribed sheathing is shown in detail. The platform is one piece of ½" balsa, 6'x25", with an overlay of 1/32" balsa, scribed and stained, and with 12" square posts below. The canopy is a piece of

Northeastern corrugated siding, .040" thick and .040" spacing, 7'x26', painted aluminum and then stained to a rust color. You will also need to add a bit of brick, 2½'x4' to each of the upper front corners where they will join the front wall. Now bevel each end of the walls to a 45 degree angle.

It will require a bit of conniving to get the front wall out of the remainder of the brick sheet since a sheet is but 87' long and the combined length of side and front of building is 90', but you can do it if you are willing to make do with a bit of piecing as I did, down the right hand side and between the doors. When you have the front cut out and together as in Fig. 1, add a simulated concrete capping of 1/32" balsa to the top. A strip of brick paper cemented along the back of this top ledge will take away the bare look when viewed from the rear. And of course both ends will need to be beveled to match the side wall corners. For the sign, I figured the approximate area, cut it from construction paper, gave it a couple of coats of Tuscan Red, then applied my decals, after which it was cemented to the front. The little matter of aging should be attended to now. In the Kit Photo, one side and the front have been worked over, but the other side has not. The contrast is not so great in a photograph, but to the eye the mellow warmth of the yellow ochre

used is considerable and pleasing. All that was used was a fine pointed brush and a block of yellow ochre such as comes in water color sets. The horizontal mortar lines are followed with the brush and provide distortion, then some of the vertical mortar divisions are dabbed at and a brick here and there skimmed over with color. Where the area is not too extensive, as on these walls, this can be accomplished in an hour or so.

The rear wall, whether you use brick or concrete block, will be 16¼' x40' including the foundation. You can make the required roof slope by adding to the top a 1¼' strip of wood, then shaving this down from the 18' center height to the 16¼' ends. A door here, near the corner, with steps is all the other work required. As an aid to assembly it will help to cement vertical ⅛" square balsa strips at the corners of the end walls. Assemble around the base and floor, then sand the base down to a thin edge in the truck door openings. These door openings are cased and then the roll-up doors of corrugated siding are cemented in an "up" position.

Next, the roof. Here I cut a base from ⅛" balsa, 38½'x48½' which slips down inside the walls, and to which the roof, consisting of two sides of 1/16" balsa, each 22'x51", of the slope shown by the horizontal dotted lines in Figure 1, is cemented. I cut a piece of facial tissue ¼" larger

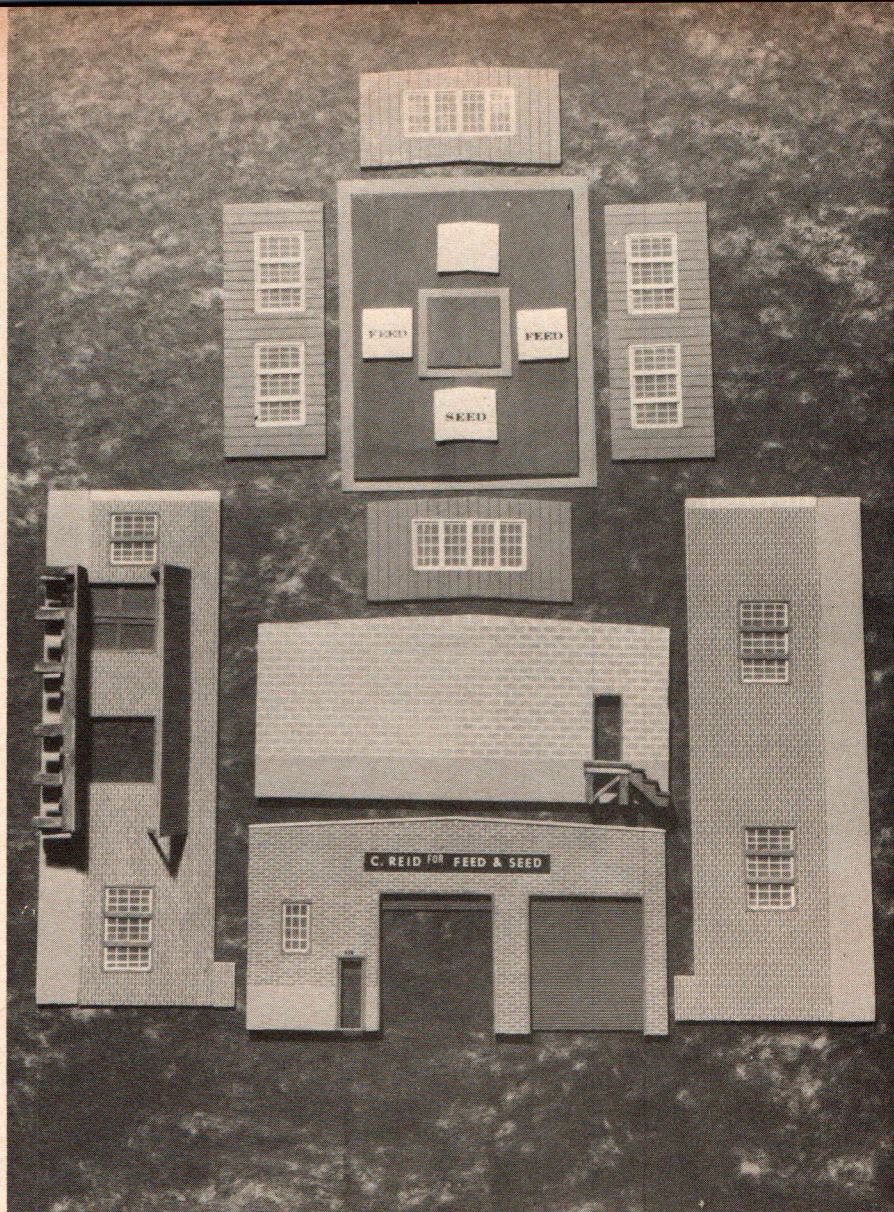
than the roof, and after running lines of cement around the top edges of the roof and a couple criss-cross, I pressed the tissue down on it. By applying a little cement to the under edges of the eaves the tissue may be turned under, after which a coat of gray railroad paint is applied. Now with brown ink and pen and ruler make the roofing divisions with a skipping stroke. I use brown ink because it is less intense and therefore better than black. The two chimneys may be made of brick scraps, each 2'x2'x3' high, or of balsa this size, covered with brick paper and placed along one side of the roof. In the photograph my roof looks perfectly flat at the rear instead of with a slight slope described. That's because I used a flat wall of concrete blocks at the rear and inserted a triangular piece 15'x44' into the rear of the roof. But a roof as described is easier than the partial hip roof I used.

In the center I cut out a hole 15'x20' and marked the area around it 20'x27', which is the size of the superstructure which will go here. I used 1/16" sheetwood for the walls, scribing to simulate vertical matched siding, and painted them green. The sides are 10'x26' and fit inside the ends. The ends (although 10' high at eaves and in center and 20' wide) needs to be cut from a piece 10½'x20' in order to achieve the roof slope. The triple window openings are 8¼'x5' and the four window openings are 11'x5', cased in the same manner as those in the brick walls except that the stripwood is painted white. When assembled and in place, the roof may be added which can be one piece of 1/16" balsa 22'x29', creased down the middle then covered with tissue and painted.

The cupola serves no particular purpose except as a sign board but it does, add a bit of character to the structure; makes a nice handle, too, when lifting off the roof. The roof of the cupola is a bit of 1/32" balsa, 7'x7'. In the Kit Photo the light area around the roofs is merely light colored paper placed there to keep the dark roofs from blending into the background.

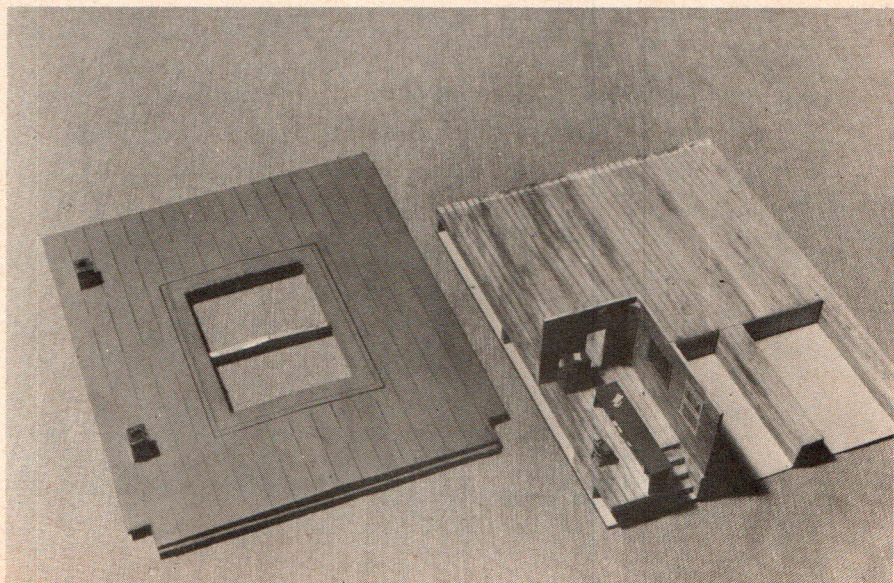
One or more lights placed strategically at the lower floor level will light up the building including the superstructure, in a pleasing manner.

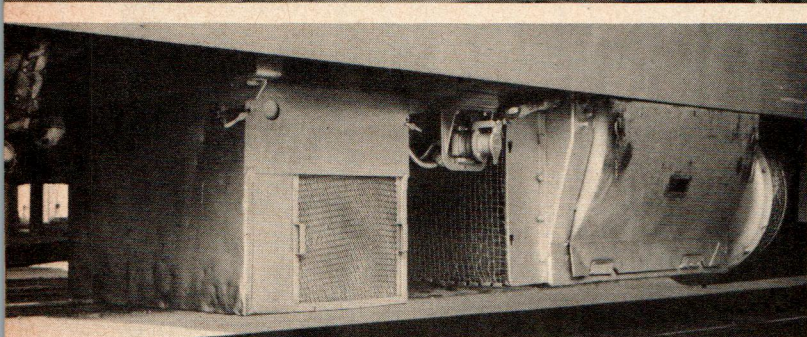
Of course you will need some sacks of feed and seed, and here's how to make a quantity of them quickly. Cut a strip of 1/32" balsa 1 scale foot wide, and the width of a sheet of toilet paper. Touch the edge with cement then roll firmly until fat enough, and seal with cement. Paint, using thinned railroad color, then cut into 3' lengths. Clamp down on each end of bag with pliers having corrugated jaws, which will close them. A bit of doodling with pen and ink will provide markings. Cement in rows or stacks for platform use. A few posters may be attached to the building also, to add atmosphere.



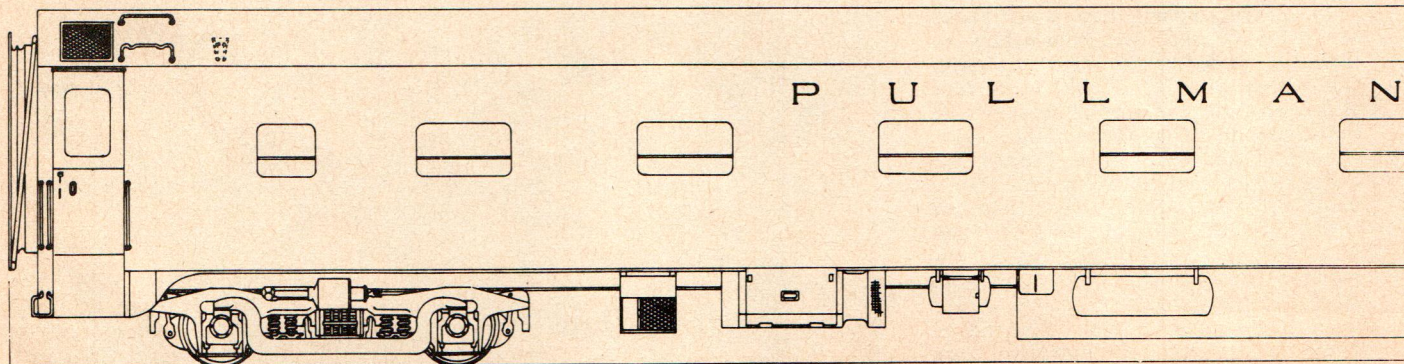
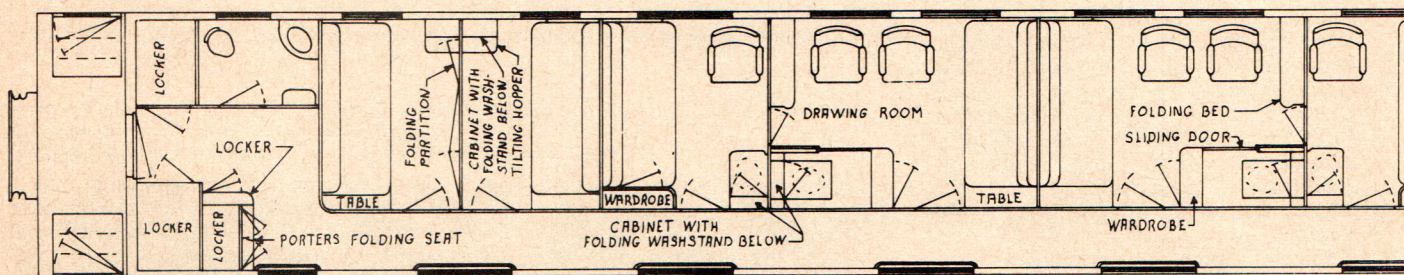
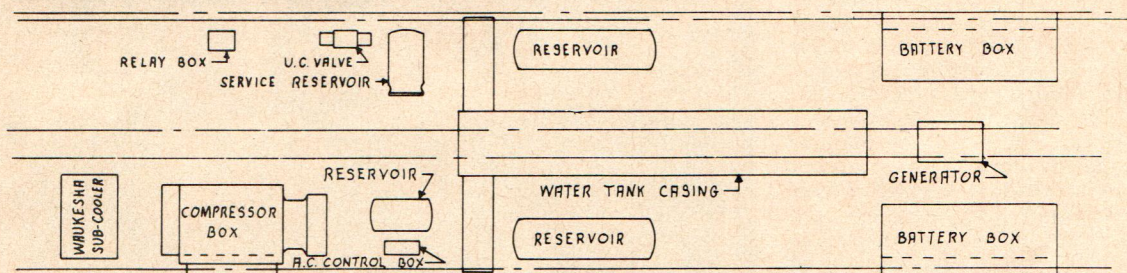
Kit photo shows all component parts as built by the author, ready for the final assembly. Painting of all small wood and other parts before assembly makes completed model cleaner, more professional.

Floor and base, at right, ready for walls. Office details include chair, desk, filing cabinets, calendars and pictures on walls. Other suitable castings are available from your favorite hobby shop.

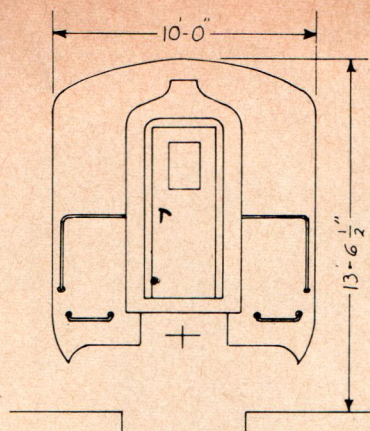




Waukesha pre-cooler mounted next to a Pullman mechanical air-conditioning unit on Rock Island's Golden Fleece. See also plan.



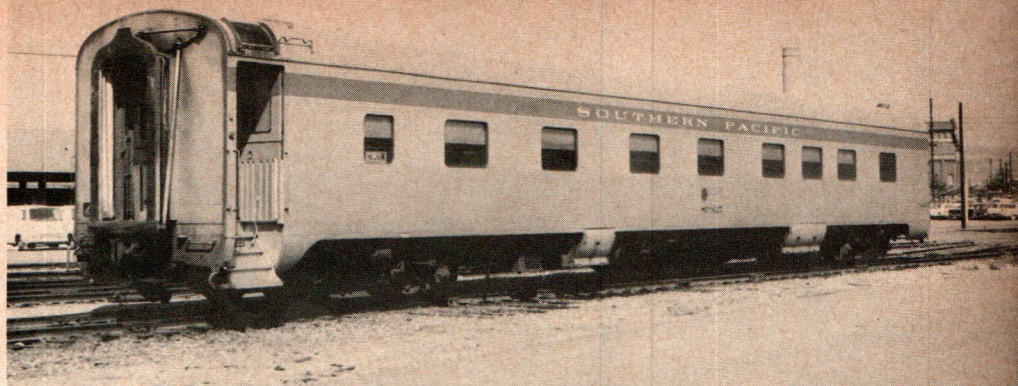
84' - 6"



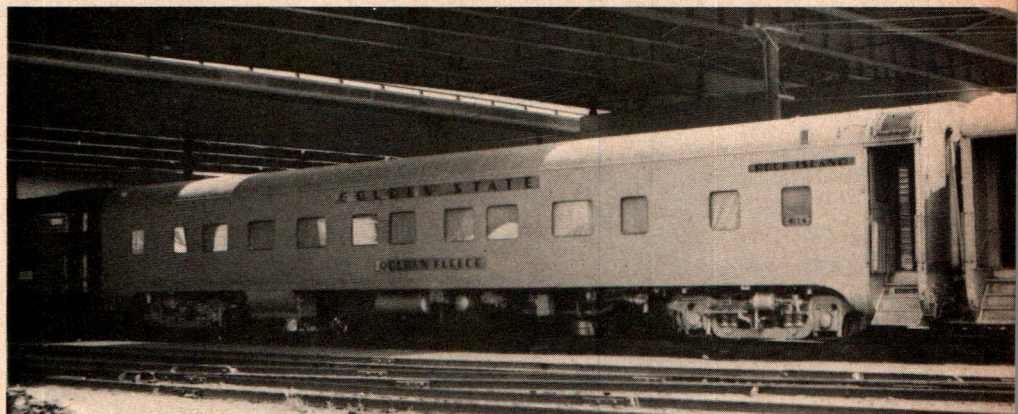
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PLAN 4069

drawn by
George Trager

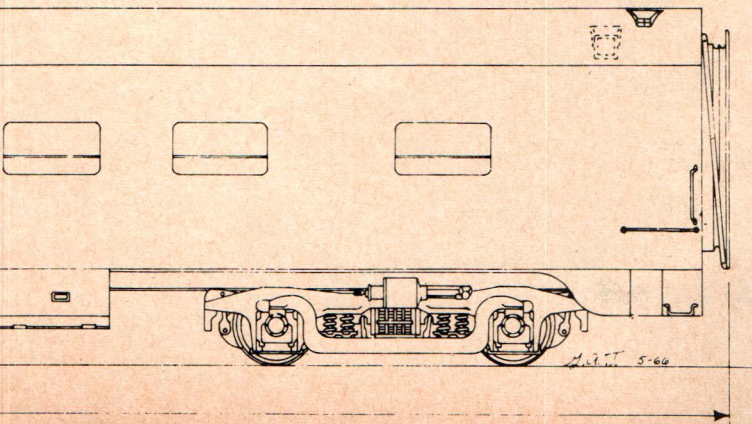
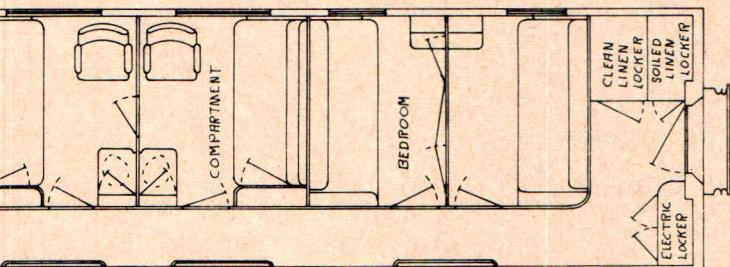


Sleeper No. 9117 Golden Trail, ex-Imperial Banner, is one of 21 plan 4069D cars owned by Southern Pacific. Car is silver with red striping and is equipped with mechanical lightweight air-conditioning.



Golden Fleece, ex-Imperial Clipper, plan 4069D, is painted silver for Golden State service. Rock Island owns 7 cars in series, some built to plan 4069H plans. Small windows have been closed up.

PULLMAN LIGHTWEIGHT SLEEPER: 4 DB, 4 COMP, 2 DR



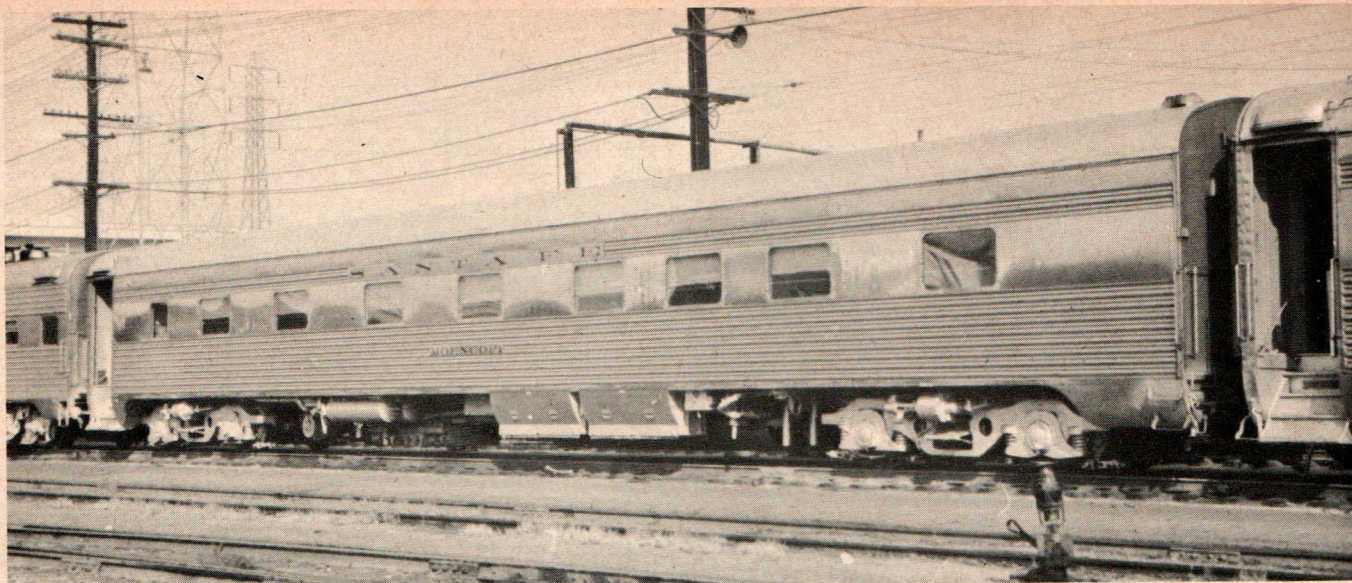
During the late 1930's and early 1940's, a number of lightweight sleepers were built for the Pullman Company, differing primarily in the interior accommodations and window arrangement.

The cars built to Plan 4069 specifications were 4 double bedroom, 4 compartment, 2 drawing room cars, assigned to the Pennsylvania, New York Central, Union Pacific, Southern Pacific, and Santa Fe, with additional cars going into general service. The Santa Fe's cars were built of stainless steel with fluted siding.

Cars built to plan 4072 were 10 roomette, 5 double bedroom equipped, and were assigned to the Pennsylvania, New York Central, Baltimore & Ohio, Union Pacific, and Southern Pacific.

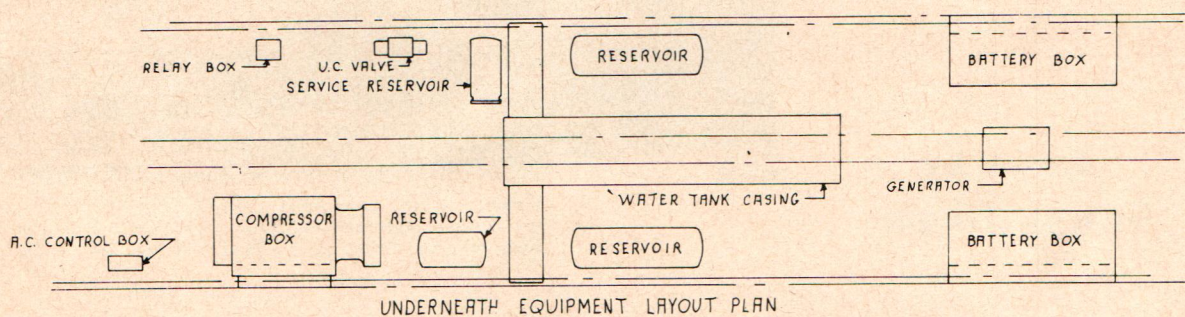
Cars built to plan 4099 during the early 1940's had 4 double bedrooms, 6 roomettes, and 6 sections, most going to the Union Pacific and Santa Fe, with others being assigned to general service.

During the mid-1940's, the Pullman Company was forced to divest itself of its passenger car fleet through governmental action, with the cars becoming the property of the railroads.



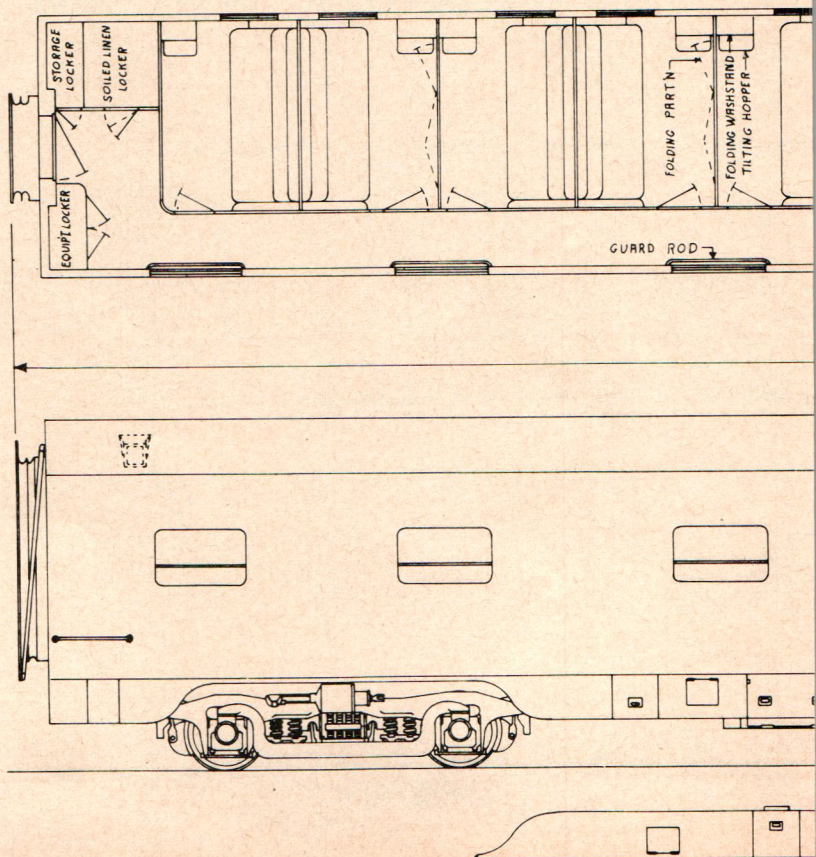
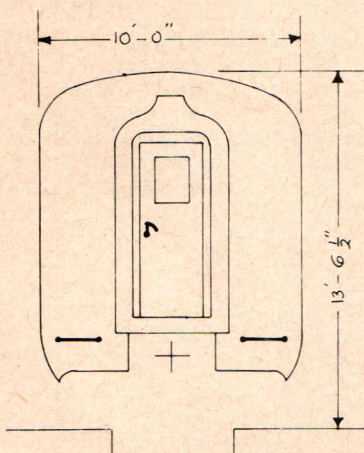
Moencopi, plan 4069A, was one of 20 cars owned by Santa Fe built to plans 4069A-C and K. Car is of fluted stainless steel construction, offers bedroom, compartments, and drawing room space.

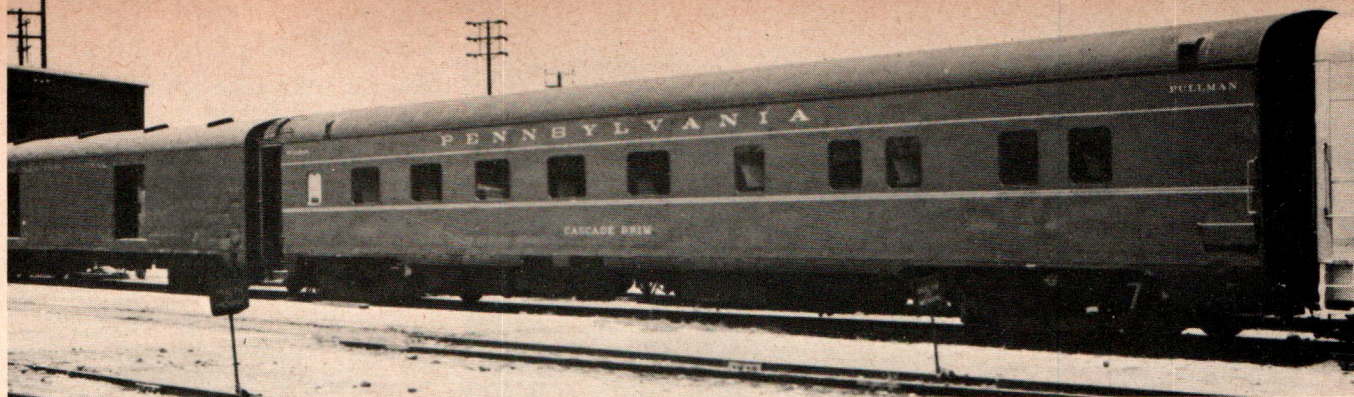
PLAN 4072



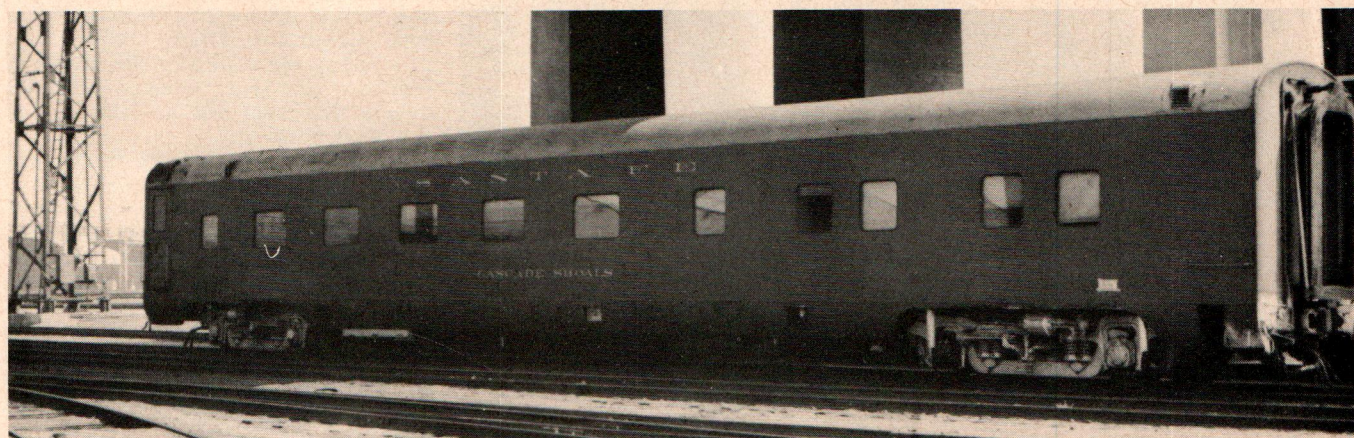
PULLMAN LIGHTWEIGHT SLEEPER: 10 RMT, 5 DB

drawn by George Trager



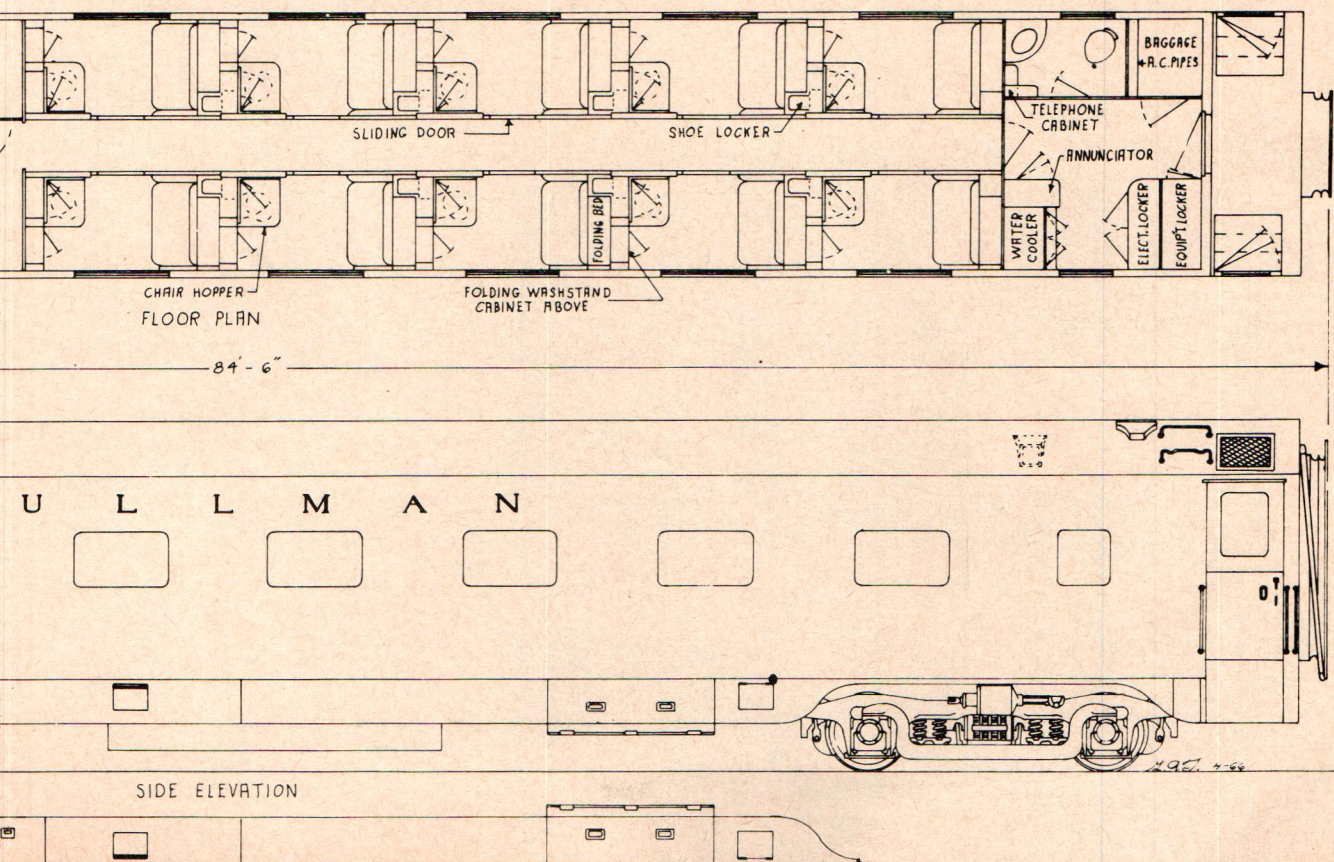


Cascade Brim is one of 41 Cascade cars owned by the Pennsylvania; was built to plan 4072C. Car is tuscan red with gold stripes and is equipped with electro-mechanical postwar air-conditioning.



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Cascade Shoals is one of two cars owned by the Santa Fe built to plan 4072B. Originally two-tone gray with silver striping, the car is now solid gray with silver roof and trucks. Photo by Geo. Trager.



RT ARRANGEMENT FOR OPPOSITE SIDE OF CAR

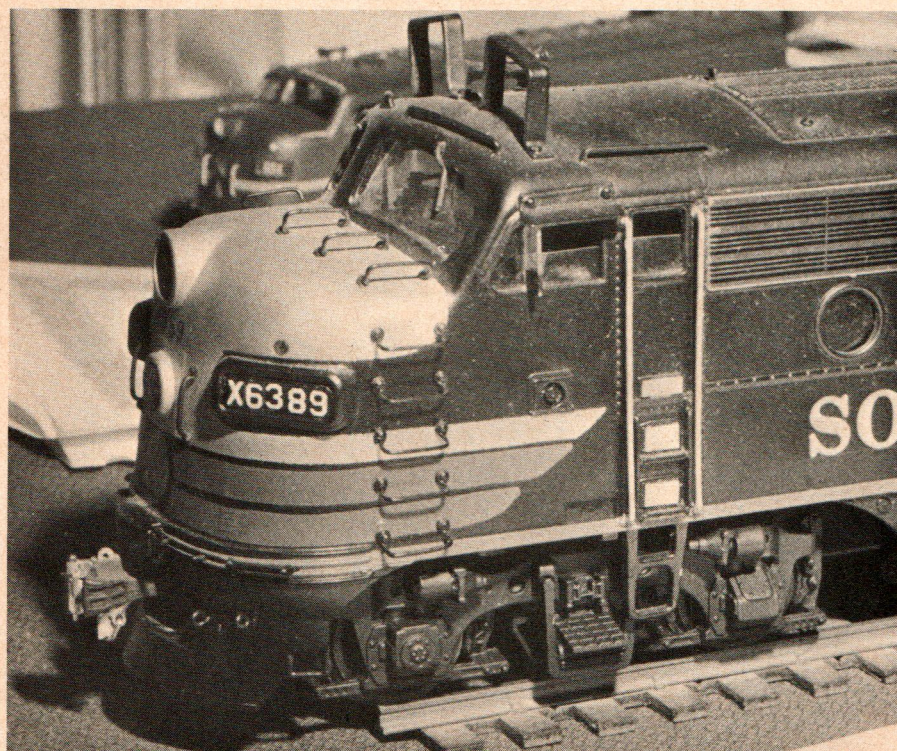
RAILROAD MODEL CRAFTSMAN



Three of the BRT Caboose contest winners pose with their winning replicas: Frank DeSantis, Louis Curry, BRT president Charles Luna, and Robert Prins. Winning scales were 1 1/2", 1", S, and two O. The two HO entrees were among the 28 models entered, although most of the entrants are primarily HOers. Small size of caboose small size of the BRT caboose encouraged a number of modelers to make their models in quarter inch scale, or even larger.

the Blue Ribbon Convention

Bill Kennerley's All-Nation F-7 A unit was an outstanding example of the manner in which a standard kit locomotive can be made into a superdetailed custom locomotive, with loads of new detailing.



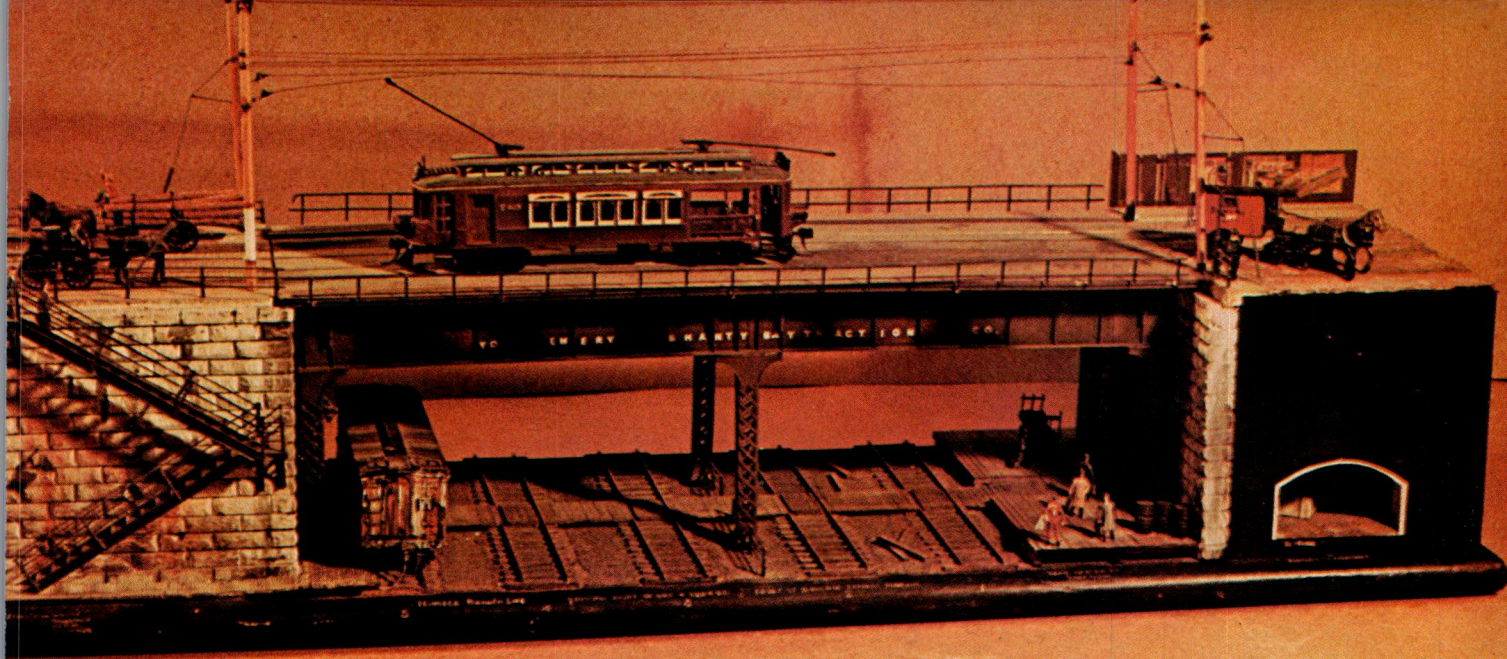
Over 800 modelers from around the world took in the 1966 NMRA National Convention at Cincinnati and those who predicted plenty of traction and O scale were right, but there was lots of HO also.

NMRA's 1966 Convention held at Cincinnati's Sheraton - Gibson Hotel is over, with the 800-odd conventioners returning home tired but contented. What Cincinnati lacked in the way of the gracious charm and spectacular scenery of Vancouver, the 1965 convention site, it made up for in a round robin of contests, displays, exhibits, side trips, clinics, and other events that kept the modelers up to the wee hours.

Cincinnati was known thirty odd years ago as a traction center and this spirit still pervades in Cincinnati modeling. The giant O scale Indianapolis trolley terminal was on display and operating. Built several years ago by Dr. Howard Blackburn and Vane Jones for the Indianapolis National Convention, it had been stored until refurbished for the 1966 Fest. Rich and Birdella Wagner's quiet and smooth running O gauge trolley line was also in full operation, playing host to a large group of guests and foreign equipment, including a beautiful Ken Kidder 14-bench open car with authentic Third Avenue Railway lettering, brought in by Dud Olney of Long Island.

O scale was also very strong. The giant Baltimore & Ohio portable layout was brought out of hibernation and performed flawlessly, despite its almost thirty year age. Charlie Penn's Slaughter House, built a quarter century ago, still occupies its prominent position on the B&O pike. Another popular operating display was the O scale double loop of All-Nation Line which featured, in addition to regular A-N equipment, a variety of new Electro-Motive low hood diesels of the latest type, custom built for EMD, and some of the new A-N steam locos with smooth Cary-style boilers, including a new 2-6-2 Prairie. The new boilers include cast-on cabs, formerly provided as separate formed sheet brass pieces on the bronze castings which have been standard on A-N steam loco kits thus far. It is expected that the new boilers will gradually replace the older style. Announcements will be made when the new kits are made available, including the 2-6-2. All-Nation also produced a special limited run 1966 Blue Ribbon Convention boxcar kit in blue and white, the first such car in O scale we can recall, nicely silk screened.

O gauge layouts were also on the tour, notably the Miami Road of convention chairman Doc Fessler with



its 1200 ft. mainline, and Charlie Schwarm's giant new Mill Creek Road which uses 125 code steel rail and has six foot minimum radius curves. A number of other fine roads were also opened for the several tours which left the hotel nightly by bus.

More Layouts

The local clubs and manufacturers provided a wide variety of operating layouts including the large 8x16 ft. Western Allegheny Railroad which provided many modelers with their first look at S scale in operation. Portable HO trolley display pikes were operated by Model Tramway and Midwest Traction Models.

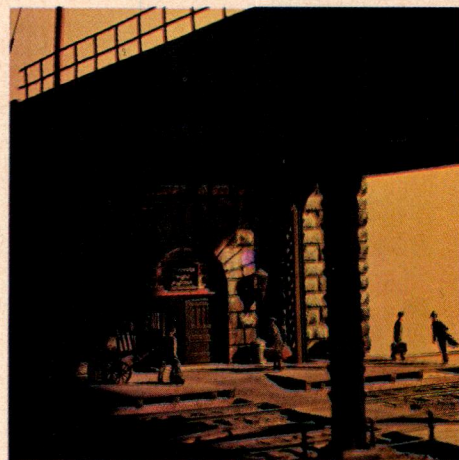
Manufacturers displays, regrettably not all manned with personnel, covered products in every scale and gauge from tiny N Gauge up through Standard Gauge.

Model Contests

The model contests drew a generally high level of craftsmanship in the many entries, with an increasing number of modelers going for complete scenic units. The Brotherhood of Railroad Trainmen caboose contest drew 28 entries in the finals, with the judges awarding duplicate first and third prizes. Winners of the two \$500 first prize awards were Les Baynard, St. Petersburg, Florida, and Frank DeSantis, Delanson, N. Y. The \$300 second prize went to Louis Curry, also of St. Petersburg and winner of the 1966 Best of Show award for his lift bridge. \$100 third prize awards went to Bob Prins, Ithaca, N. Y., and Gene Wolfe, Piscataway, N. J.

Of the 28 entries, only two were HO and another handful of entries were in the live steam scales of $\frac{3}{4}$ ", 1", and 1½". One entry was in S gauge with all others in quarter inch. RMC publisher Hal Carstens said the scale-size differential made this one of the toughest contests he's ever judged, with few points separating

Winner of the 1966 Craftsman Trophy was John Greenland, Weston, Ontario, for his unusual City Bridge, which also placed 1st in a Niagara Frontier Region Meet. Steel structure is all .010" styrene. Bridge foundation, walks, and cobbled streets are pre-colored plaster, cast plain, and carved for detail. Model is based on New York City bridge at 148th St., carrying 5th Ave. El. Three full color views show model in side, angle, and mood shots. HO model was one of several entered by Greenland at Cincinnati. All are to become part of soon to be built period layout.



Ektachromes by John Greenland





Gil Gillissie's California Northern No. X-6 took first place in traction models; was built from plans originated by author as a line car combining utility and purpose. See article, RMC June 1963.

photo by Robert Gordon Jones, Tri-Foto.



John Greenland waves his Craftsman Trophy after the presentation during NMRA banquet in Cincinnati.

the first five winners, necessitating the two duplicate awards, generously provided by BRT president Charles Luna.

Craftsman Trophy

The 9th annual Craftsman Trophy, for the model best demonstrating originality in craftsmanship went to HOer John H. Greenland, Weston, Ontario. John copped a whole series of regular NMRA awards in addition to the Craftsman Trophy. The winning model was an HO city bridge built across a railroad mainline and depot, complete with street car line on top of the bridge. The workmanship involved was superb, as was the work in the other Greenland models.

This marks the 3rd time the Trophy has gone to the Dominion, indicative perhaps that the long winter nights are conducive to good model building.

Around the Convention

BRT President Charles Luna told the assembly that the BRT sponsored contest would, hopefully, "generate public interest in railroads, particularly toward the goal of getting decent passenger service." Hints were dropped that the BRT would be back in a year or two with another model contest, possibly designed to stir enthusiasm in the direction of Luna's remarks at the banquet, and consequently help create more jobs for Brotherhood members.

We bumped into Bill and Bruce Walthers and Leo Campbell right after our evening arrival, spotting them in one of the empty clinic rooms watching the demolition of an office building next to the hotel. Despite a lively discussion, we doubt if a kit of the demolished building will be forthcoming from either Campbell or Walthers.

Champion Decals' Rich Meyer gave a clinic on decals and the many tricks which can be done to give any car a professionally lettered appearance. Other well attended clinics were given by John Derr, Allen McClelland, Linn Westcott, John Armstrong, Dean Freytag, and others, with a few modelers pinchhitting for some modelers unable to attend because of the airline strike.

Paul and Amy Shimada managed to round up some of their 1965 Japan Tour group for breakfast, which is getting to be a tradition. Trolleys were coming out of our ears by the time the convention closed. Indiana lightweights, Detroit city and interurban cars in grey, work cars, and more. In the model contest, first traction prize went to a car which Cmdr. Gil

Gillissie, USN Ret., grabbed at the last minute from his collection just as "something to enter". Good thing he did because his California Northern work car copped first place. The car had been the subject of a construction article by the commander in the June 1963 RMC.

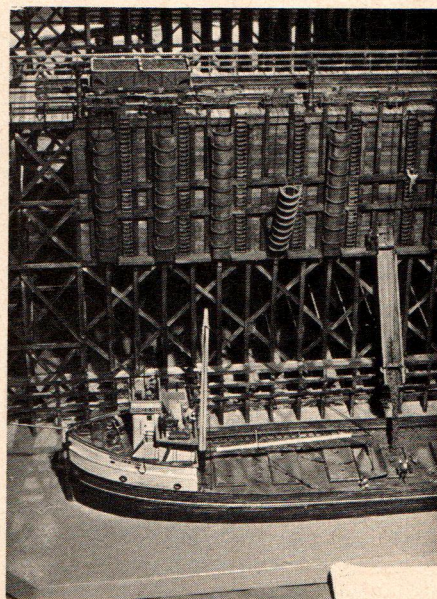
Elections and Awards

Re-elected for another term as national president was genial Pennsylvanian Bob Thornily, whose pike can be expected to gather dust for another year. Elected Executive Vice President was Whit Towers, whose articles on model railroading have made him a familiar figure to modelers everywhere. Among the regional Veeps, on whom we have data at this writing, are Ralph Wexler, Western; and Eugene Coburn, Eastern. And Charley Kent and Heube Heubenthal continue as secretary and treasurer.

Honorary life membership in NMRA went to three veteran NMRA officials: Ivan Preble, national president 1955-56; Ed Van Leer, national president 1951-52, and Business Manager Bob Bast. There was no recipient this year for the Distinguished Service Award.

We were delighted to see back a few familiar old faces, notably Watty House and Bill Walthers, both recently down with ailments and both looking chipper. The fan trip to Greensburg, Indiana, lasted from 9 to 5, and was over the Big-4 section of the New York Central.

The convention had international aspects, with guests from Australia, Germany, and South America, plus, of course, Canada. And if our photo coverage this year isn't up to standard, our apologies, but our strobe and camera came unsynched and we ended up with a beautiful collection of half pictures possible only with a focal plane shutter.



Giant HO coaling dock, another superb model by Craftsman Trophy winner John Greenland, in which a coal freighter is being loaded from chutes with hopper cars dumping their loads in from the top.





More and more hobbyists have discovered the charm and thrill of collecting old toy trains as well as present day scale model equipment. Two color views show part of the Hal Carstens collection. Equipment shown includes Marklin, Lionel, Ives, American Flyer, Bing, and MEW. Train Collectors Association's seven divisions have over 1500 members in United States, Canada.

Kodachromes by Hal Carstens

The Makers of TOY TRAINS

by Hal Carstens

Old toy trains have a fascinating appeal to model builders and collectors alike, bringing back comfortable memories of Christmas past and childhood.

The chances are pretty good that you owned a train set as a youngster, and the odds are that it was a Lionel. Lionel's volume production indicates that they were doing something right and had achieved a high degree of acceptance by the mass market. Yet there were other good lines in their respective price fields, notably American Flyer, which became a part of the A. C. Gilbert organization in 1938; and the low priced Louis Marx line which had cars selling for as little as 10c each beautifully lithographed.

Alternately, you might have received an imported set which would probably have been Marklin or Hornby. And if by chance you were presented with a used Ives set during those hard depression days, consider your parents with a special light since



it makes you eligible to join with other collectors in perpetuation of the Ives Myth.

Lionel

By sheer volume, more collectors possess and seek out Lionel than any other make. The book *Lionel Standard Gauge Era* (Model Craftsman, \$2) breaks down Lionel production into convenient units and many collectors limit themselves to certain periods, gauges, and types.

Lionel's early period would date from 1901 through 1925. Lionel's classic era started about 1925. A short transition period could be fitted between the early and classic periods, dating approximately 1923-1927. In 1933, Lionel entered a new era with realism the keynote in its 0 gauge lines. This scale outline period of stamped and die cast equipment reached a peak with World War 2, at which time production was discontinued. It is hard to put a cutoff date on the die cast scale era since some of the items are still available. The post war era noted for its die cast construction, knuckle couplers, and leading into extensive use of plastics would start around 1946 and continue through today. Some modelers might be inclined to lump separately the space age trains of the late 1950's now discontinued.

Lionel produced Standard Gauge trains from 1906 to about 1942. During the 1901-1906 period they also made a wide 2 7/8" gauge product.



Pioneer scale modeler Edwin P. Alexander, whose new book on locomotives as an art motif is now being published, is also a pioneer in the collecting and displaying of tinplate and scale equipment.

Lionel plunged into 0 gauge in 1915 and it still continues as their most important line in 1966. In 1938 Lionel introduced a fine die cast scale line of 00 gauge 4mm. scale equipment which disappeared from the line with the World War 2 production stoppage. Lionel entered HO in 1957 with an imported line of Rivarossi equipment, a stop gap until their own HO line was ready a few years later.

Beginners are often confused in the designations accorded by Lionel to its various types of 0 gauge equipment. 0-27, 0, Super-0, and 0-72 are all 0 gauge. As a general rule, equipment designed for Super-0 or 0-72 will not perform as well or at all on the sharper curves of regular 0 or 0-27, but there are many exceptions to this once valid rule. 0-27 is generally less expensive than 0, while Super-0 is

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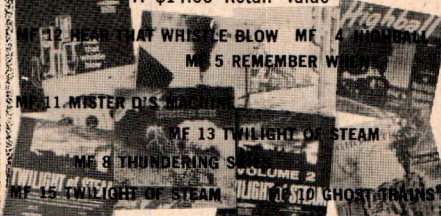
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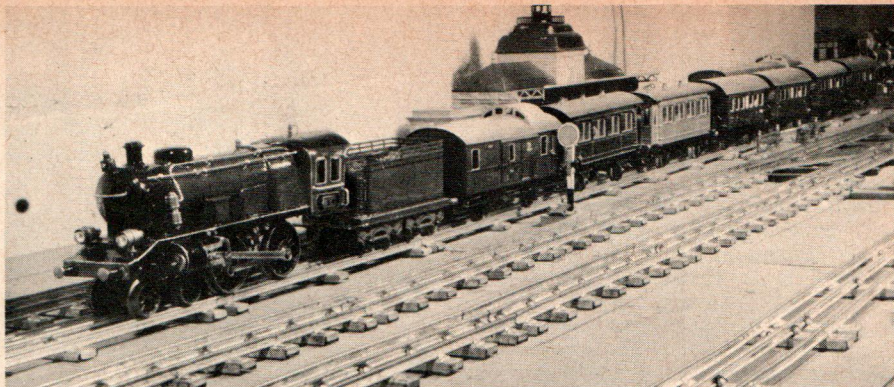
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considered the cream of the Lionel line. Yet there are expensive 0-27 sets and moderately priced 0 gauge sets.

American Flyer

The American Flyer Manufacturing Company had its start in 1907 when the Chicago firm of Edmunds & Metzel bowed in with a line of mechanical 0 gauge trains. American Flyer introduced its electric 0 gauge line in 1918, but not until 1925 did AF get into Standard Gauge production, which they preferred to call Wide Gauge. The first American Flyer freight cars in Wide Gauge were actually Lionel 10 series bodies mounted on Flyer trucks and couplers. Not until 1928 did Flyer bring out its own line of freight cars. American Flyer enameled its freight cars but also went in heavily for lithography in its passenger car lines. Wide gauge lasted about 10 years, by which time sales had dropped too far to warrant continuation.

The Flyer 0 gauge line produced some interesting items in both steam and electric designs. Distinctive features included deeply recessed reflectors on 0 gauge electrics for the headlights, and heavy use of brass and chrome trim. With the arrival of the diesel age, Flyer produced a noteworthy cast aluminum Zephyr streamliner. During the late 1930's they also introduced a beautifully scale proportioned 0-6-0 at a very low price.

The depression had taken its toll, however, and by 1938, the American Flyer firm and line was taken over by the A. C. Gilbert Company, of New Haven, makers of Erector sets. Production was moved to Connecticut and development began on a line of scale proportioned equipment designed to 3/16" scale 0 gauge equipment, along with a line of low priced HO operating on AC.

Following the war years, the 3/16" trains adopted a track width more in keeping with the scale of the trains: 7/8". The line continues in production in 1966. The HO line, dropped during the war, has made an occasional reappearance but is presently not in manufacture.

Marklin

The honors of introducing sectional track and the major track gauges as we know them goes to the German firm of Marklin, of Nuremberg, back around 1891. During its early train years, Marklin powered its locomotives with clockwork mechanisms and with live steam. When electric trains were introduced, it used 110 volts as well as the lower voltages common to electric train operation.

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Collectors eagerly seek out Marklin items in 0 gauge, as well as gauges Nos. 1, 2, 3, and 4. During the mid-30's, Marklin introduced an HO (00) line which still continues, about the same time that No. 1 gauge was discontinued. 0 gauge continued until the late 1940's.

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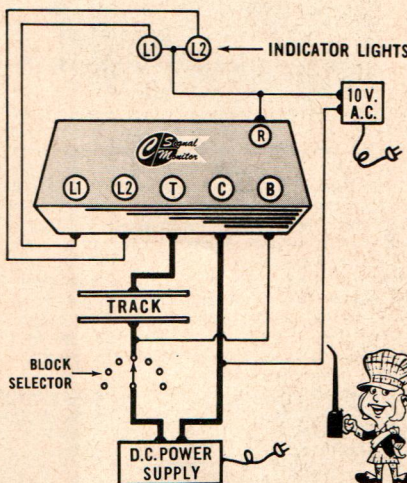
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WANT: Strombecker wooden HO trucks or wheelsets, and don't ask why. Kenneth Martin, 34-23 24th St., Astoria, N. Y. 11106.

HAVE: Tenshodo CNW 4-4-2 Atlantic, Tenshodo 0-8-0 switcher, both factory pntd. CNW class J 2-8-2 Mikado cust. blt., al ex. cond. WANT: United SF or UP 2-8-0, Balboa SF 4-4-2, others, Leonard Bellini, 2034 Gleason Ave., Bronx, N. Y.

HAVE: Lionel O ga. 5344, 8976, 746, scale O cust. blt. 4-6-2 Pacific, 0-6-0 Conv. Switcher, Box-cab elect. twin motor trolley cars. What have you to trade? R. Wellins, P. O. Box 13, Ryder Sta., Brooklyn, N. Y. 11234.

HAVE: Penn-Line 2 motor T1, Mikado, Consolidation, Varney metal F3, A&B, Tyco frt. & pass. cars, others. What do you have? Ed Grefe, 90 Root St., Islip, N. Y. 1175-.

HAVE: United Shay (old style) Tenshodo Crown G.N. 2-10-2; Tenshodo GP-35 Penn; Hobbytoun, others. WANT: United Frisco 2-10-0 & Log Cars. My list for yours or SAE. Gerald Howell, RD#2 Haskin Rd., Kirkwood, N. Y.

HAVE: Tenshodo NYC 464, Gem C&O 464, 484. WANT: Tenshodo C&O 2666, Dominick Santora, 14 Island View Place, New Rochelle, N. Y. 10801.

HAVE: Ambroid 1 of 500, Amer. Beauty C&NW 85' cars, Hobbyline 1200 hp. FM diesel, others. WANT: Gem B&O 2-8-8-4, C&O 4-8-2 & others. George Rowland, 1540 Walton Ave., New York, N. Y.

WANT: Hobbytoun RDC's, pwr'd. or dummy. Cond. not important. All letters ans. Federick Snyder 501 W. 113th St., New York, N. Y. 10025.

HAVE: HO rolling stock, locos, etc. Also O Scale equip. WANT: Brass imported locos or cars in HO. Weber Austin, 416 Broad St., Salamanca, N. Y. 14779.

HAVE: AMT frt. cars, B&O, Minn. & St. Louis, Penn., Southern & Erie. Lionel #6454, others. All exc. cond. What do you have to trade? L. F. Ross, RD #1, Voorheesville, N. Y. 12186.

HAVE: Railroad books, some rare. Also United, Gem, Akane & Tenshodo locos. WANT: Old Amer. HO locos, Hal Fletcher 42-64 65th Pl., Woodside, N. Y. 11377.

HAVE: Mantua Ltd. prod. #501 Coach, #502 bagg., #503 Combine. WANT: MDC 0-6-0 in kit or RTR; or make offer. Pat Mann, 1922 Cielo Dr., Hobbs, N. M. 88240.

HAVE: Finished Amer. Beauty Gr. No. pass. cars & Silver Streak com. caboose. WANT: Other Great Northern items. Earl Thompson, Jr., 435 Marcia Ave., Hamilton, Ohio.

WANT: International O ga. locos, both steam & elect.; even junkers for parts. Describe & state price first letter. Otey Reynolds, 324 Bellefontaine, Marion, Ohio 43302.

HAVE: S ga. good used acc., cars, locos, track & rubber rdbd. What have you to trade? R. Stidham, 216 Arcadia, Middletown Ohio 45042.

HAVE: Buddy L steam shovel & fire truck. A.F. #3110, coaches; A.F. #4654, cars Litho. exc., others. What do you have? Sam Hampson, 435 Hamilton Ave., N. E., Massillon, Ohio.

HAVE: Modern Lionel O & 027 ga. equip. or cash. WANT: Old toy trains, any make or cond., std. ga. & tinplate—made before 1940. Ernest Hinkle, 1744 Milburn Ave., Toledo, Ohio 43606.

WANT: Lionel 250E Hiawatha mechanism, everything but boiler. Also 700E Hudson valve gear & other detail parts, such as pwr. reverse, lubricator, etc. Scott Crozier, 37546 Grove, Willoughby, Ohio 44094.

HAVE: LMB NYC 2-8-2, B&A 2-8-4; Akane B&O 4-6-2; Max Gray Erie 4-6-2. WANT: LMB T&P 2-10-4; Olympic C&O 4-8-2; Akane USRA 4-8-2. J. E. Krachoy, 114 S. Canyon St., Guymon, Okla.

WANT: Suydam P.E. 1372, 1100, 950, 257, Niles O. E. 57' coach & trailer, 54' sleeper, any Portland Red Elect. Stanley Soho, 1135 S.W. Gaines St., Portland, Ore. 97201.

HAVE: Marx 027 & Lionel 027 & 0 ga. track, sws., uncppls., etc. WANT: Super O track, sws., uncppls., etc. D. Gordon Weinhold, Box 180, R #1, Manheim, Pa. 17545.

WANT: Tyco RTR oper. hoppers Pennsy only. Tyco str. car trk. no car. Mod. Train Yr. Bks. except 63-64. RMC Apr. 65. State cond. & price. J. B. Enyeart, 1007 Wallace Ave., Pittsburgh, Pa. 15221.

WANT: Lionel GP 9, good running cond. Also 1615LT steam switcher & 97 Coal Loader. David Deitrich, Star Route Valley View, Pa.

HAVE: 2331 Jers. Cent., 2368 B&O A-B, 2378 Milw. Rd. A-B & other Lionel O. WANT: Scale O items or Lionel O. SAE for list. Frank Rash, 236 Lee Park Ave., Wilkes-Bare, Pa. 18702.

WANT: Photo etched end railing for 1870 coach, MFD by Binkley. 1 pr. needed. Jos. Johnston, 10 Dorrance St., Providence, R. I. 02903.

HAVE: Lionel, Ives, A. F., Dorfan std. & O ga. WANT: European items. E. D. Thompson, 3579 Philwood, Memphis Tenn. 38122.

HAVE: Athearn F7 A unit; Krauss-Maffei S.P. diesel; Atlas turntable motorized, frt. cars, bldgs., sws., etc. WANT: AHM USRA 2-8-8-2, AHM Pacific Aristocrat, extra acc. SAE for list. Dave Little, P.O. Box 5, Center Point, Texas.

ANNOUNCEMENT

HOBBY INDUSTRY ASSOCIATION OF AMERICA

in cooperation with

RAILROAD MODEL CRAFTSMAN MAGAZINE

announces the opening of nominations for

THE HOBBY FAMILY OF THE YEAR, 1967

HIAA will award the HOBBY FAMILY OF THE YEAR a plaque and a valuable assortment of hobby and handicraft products. The HOBBY FAMILY will be featured in the national April is Hobby Month program sponsored by HIAA.

All families in the U. S. are eligible (except those associated with the hobby industry in any capacity). Model building and handicraft hobbies in addition to model railroading are all eligible.

IT'S EASY TO ENTER. Complete and mail this nomination form to HIAA. In 100 words or less complete this sentence: "We believe our family deserves the title of HOBBY FAMILY OF THE YEAR, 1967 because....." You are invited to submit a family photograph, if available, but this is not a requirement. All entries must be postmarked no later than Feb. 15, 1967. The HOBBY FAMILY OF THE YEAR will be announced Mar. 1, 1967.

To: HOBBY FAMILY OF THE YEAR SELECTION COMMITTEE

Hobby Industry Association of America

200 Fifth Avenue

New York, N. Y. 10010

This is to nominate . . .

the family
(Surname)

Street address City or Town State

as

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Members of our family and their hobbies are:

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mother's name hobby

child's name age hobby

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COMPLETE THIS SENTENCE IN 100 WORDS OR LESS:

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because

*We certify that we are not associated with the hobby industry in any capacity. We agree to abide by the decision of the selection committee.

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Send all Exchange listings to: Exchange Place, Railroad Model Craftsman, P. O. Drawer C, Ramsey, New Jersey 07446.

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WANT: RMC Aug. 1961, July 1965, good cond. Also 2 metal frames for Penn Line Shells, Ronald Fudge, P. O. Box 247, Littlefield, Texas.

HAVE: Akane 2-6-6-2, PFM SP P-5 4-6-2 ABL B&O cars. WANT: Akane USRA 2-8-8-2 CM 2-8-0, Varney F-3 A&B shells. SAE for lists. R. I. Harris, P.O. Box 286, Smithfield, Texas 76080.

WANT: Hobbitown E7 Dummies A&B units; S.P. 10 wheeler 4-6-0 by Precision Scale Models; GP 7; GP 9; SD 9; by PFM: U.P. 4-8-4 all brass. A. L. Western, 2223 E. 13th South, Salt Lake City. Utah 84108.

HAVE: United CPR 4-6-0, 4-6-2, 2-8-2; rolling stock (some rare); old MR, MB, others; track mat., misc. WANT: PFM Kettle Valley cars, other CPR rolling stock. SAE for list. Robert Jones, 45 Clymer St., Burlington, Vt. 05401.

HAVE: Mint cond. PFM NYC 4-6-4, Penn Line GG-1, other HO, builder's plates, etc. WANT: Kemtron Baldwin switcher, PFM "FT", other brass steam, diesel. Art Peterson, 202 Norwood Dr., Colonial Heights, Va. 23834.

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HAVE: HO Varney 4-6-2, F-3's Aristo 2-8-2, Brass CP 4-6-2, etc. SAE for list. WANT: Books: C&NW Rwy Steam Power, Loco Eng. Album, or C&O Power. What have you? W. V. McCullough, 619 Sidney St., Port Orchard, Wash. 98366.

HAVE: Foreign Bing, Maerklind, Hornby, Bub, Bassett-Lowe in O, #1, #2 ga. & HO. Locos, cars, bldgs, etc. WANT: Almost anything in O, std. ga. Allison Cox, 1765 Sixth South, Seattle, Wash.

HAVE: "Twenty Years of Trains" Vol. #1-Vol. #20 No4 complete, good cond. WANT: "Mac Poor Denver So Park & Pacific". SAE for details. Jim Graves, 14481—57th Ave., So., Tukwila, Wash. 98067.

HAVE: USRA Bowser Mountain RTR (Brass). WANT: NYC Power PFM, Tenshodo, Gem, International Brass HO, Charles Higgins, 530 Mary St., Charleston, W. Va.

HAVE: HO locos, many cars. WANT: O scale, or what have you? Wm. Stevenston, Hawkins, Wis. 54530.

CANADIANS! HAVE: CN (old color) Tenshodo F-9 AB, combo, diner sleeper, vista/dome, vista/obs: Tenshodo CN F-9 AB. WANT: Mint Tenshodo GP-7, GP-9, SD-9 CN old color only. T. Kelley, 4955 Montgomery Dr., Windsor, Ont., Can.

HAVE: Canadian Prototype brass locos, or cash. WANT: Lionel O ga., std. ga. trains before 1950. Also AF std. ga. Geo. Olieux, 34 Chelford Rd., Don Mills, Ont., Can.

HAVE: United PFM Ps-4 Pacifics, prof. pntd. & weathered, exc. cond. WANT: Tenshodo GP-7, GP-9 SD-9 in DM&R or WP, Can. Natl. old colors only. All letters ans. Thomas Kelley, 26 Elliott St., Leamington, Ont., Can.

HAVE: Narrow ga. C&S 2-6-0 (HO). WANT: HO Athearn dummy GP 30 or GP 35. Write first. Hubert Brooks, 292 Bedford Park Ave., Toronto 12, Ont. Can.

HAVE: Lanterns, kerosene burning ex narrow ga. WANT: O scale hardware or what have you? Ken Cassells, 71 Oxford St., Tawa, New Zealand.

WANT: HO diesel frt., pass, decal, Walthers 98-92, UN Pac. G. L. Wilkinson, 14033 Garber St., Pacoima, Calif. 91331.

WANT: Brass HO model of "Skookum 2-4-4-2, pref. Akane. Will accept Gem. Give descr., cond. & price Northern Lights Model RR Club, John Haas, 1845 E. 27th Ave., Anchorage, Alaska 99504

WANT: Out of print books or info. on the AT&SF. State price & cond. All replies ans. E. E. Gramer, Jr., 1131 W. Greenbriar Dr., Phoenix, Ariz. 85023

HAVE: ZF & AAR contour auto cplrs. WANT: Coaches for Varney Aerotrain (red stripe) Hobbitown RDC's, Kadee "K" ser. (non-mag.) cplrs. Frank Para, 2597 E. Oak St., Phoenix, Ariz. 85008

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WANT: 50 frt. cars. Any Lobaugh or Max Gray locos. 60" radius. Tru-Scale rdbd. All inq. ans. James Cook, Box 442, Paragould, Ark. 72450

WANT: Laconia kit Central Vt. milk reefer, also Akane USRA light 2-8-2 frame, drivers & cylinders or complete loco. Will trade, state your wants. Eric Bracher, Box 463, Agnew, Calif. 95001

HAVE: O ga. frt. & pass. cars, OO locos & cars. HO, Hon3 locos, 4x5 speed graphic & acc. WANT: On3 & AT&SF HO locos SAE, or your list for mine. Ron Morse, 893 Linda Vista, Banning, Calif. 92220

HAVE: Tenshodo ATSF Hudson, United C&S 2-8-0 Hon3, AHM ATSF Y6B, Ham radio equip. WANT: PFM Climax, Heisler, or Brass tank locos, G. N. Wagner, 2131 E. Duell St., Glendora, Calif. 91740.

WANT: N ga. Will trade scale HO cars, Marklin equip., On3, Calif. car plans & steam loco diagram books and pages. Herb Cearley, 1575 Appleton Apt. 5, Long Beach, Calif. 90802.

WANT: 1966 NMRA Cincinnati Blue Ribbon Convention HO Car Kit &/or Decal. A. H. Smith, 9631 LaTijera Blvd., Los Angeles, Calif. 90045.

HAVE: HO imp. 2-6-6-2, 4-8-4 "Niagara" AC 4-6-0 & 4-4-2, GHC 0-4-0, "Custom-Line" sws., On3 Star Line pass. cars. SAE for list. Jerry Miller, 404 So. Vail Ave., Montebello, Calif. 90640.

WANT: Lionel std. ga. tender #348T, Lionel O ga. #256 Electric loco, Lionel O ga. Lionel pass. cars #710, 712. State cond. & price first letter. All replies ans. Joseph Freed, 4601 Dakota Dr., San Diego, Calif. 92117.

HAVE: HO AHM/IHB 0-8-0; IMP/Takara Rio Grande 2-6-0; Revell SW-7; Ambroid Outside/Br. Box kits, others. WANT: United Ma&Pa; Kidder Mogul kits, new; Mercury dimes before 1940. Pete Efferth, 12001 W. Center Pl., Denver, Colo. 80228.

WANT: Athearn GP-9s, GP-30s, F-7s A or B units, Tyco GP-20s, F-9s, pwrld. or unpwrld. Any rd. name or cond. Also Athearn cars in any cond. w/or/wo cplrs. & trucks. G. R. Chouinard ENFN, USNAD-MST Drawer 19, APO San Francisco, Calif. 96337.

HAVE: Back issues of RMC, HO Monthly, Toy Trains, S Gauge Herald, Model Builder, many others. Most out of print, exc. cond. SAE. What have you. Fred Calkins, 3310 Corpus Christi Ave., Santa Susana, Calif. 93063.

HAVE: PFM & Balboa Hon3 locos, unptd., mint cond. WANT: PFM D&RGW L-181 artic., USRA 2-8-2, 2-10-2, C&O 4-8-2, or quality USRA locos. John Ullmon, 607 Aspen, Vandenberg AFB, Calif. 93437.

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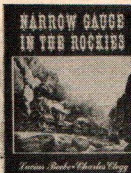
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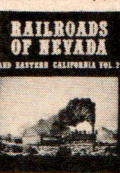
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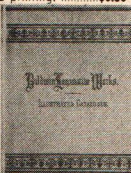


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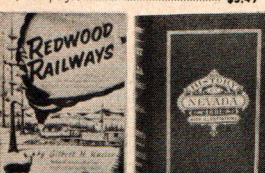
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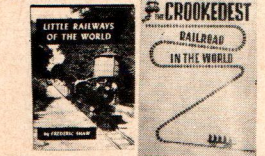
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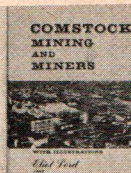
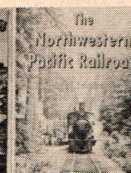
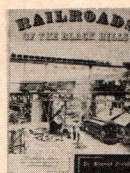
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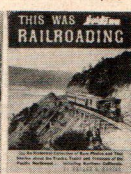
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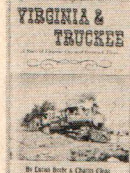
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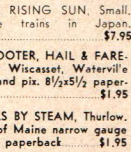
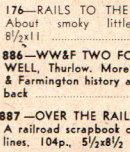
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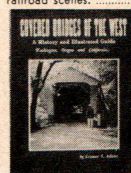
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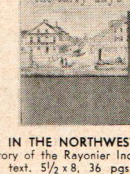
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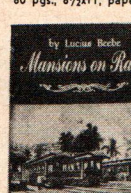
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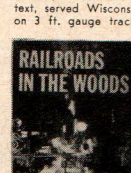
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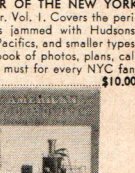
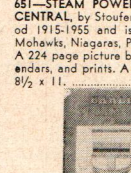
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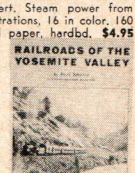
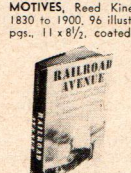


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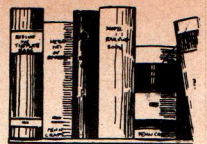
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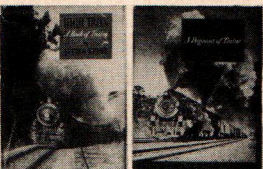


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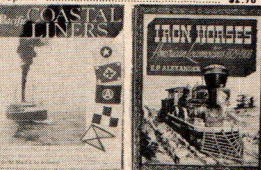
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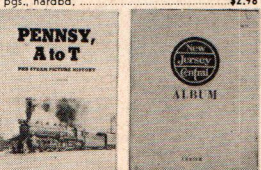
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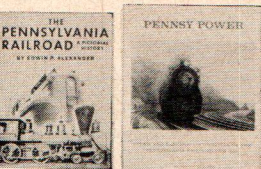
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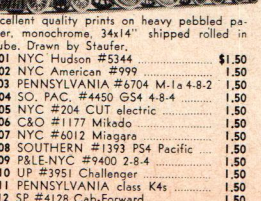
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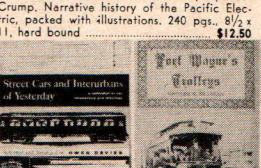
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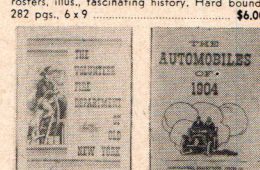
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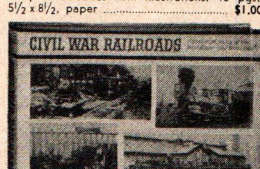
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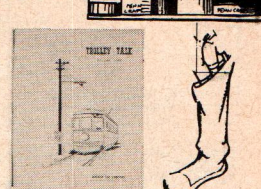
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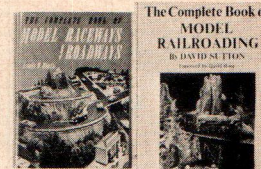
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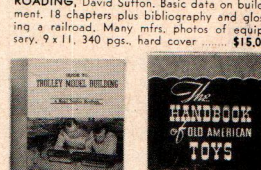
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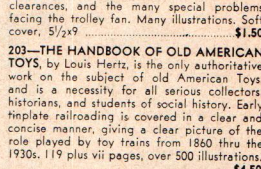
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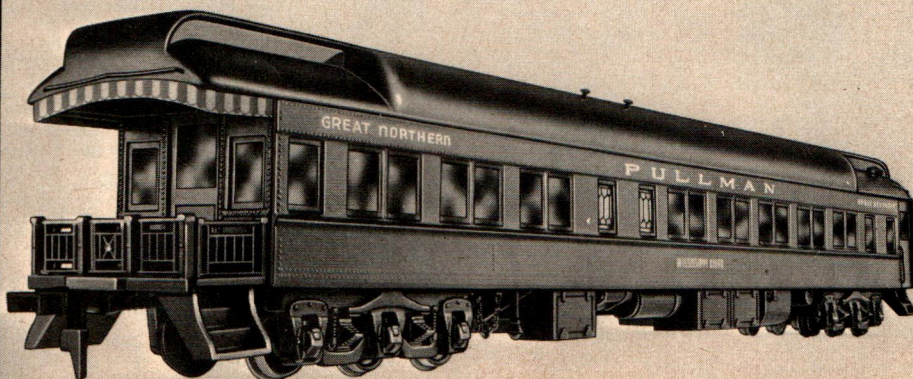
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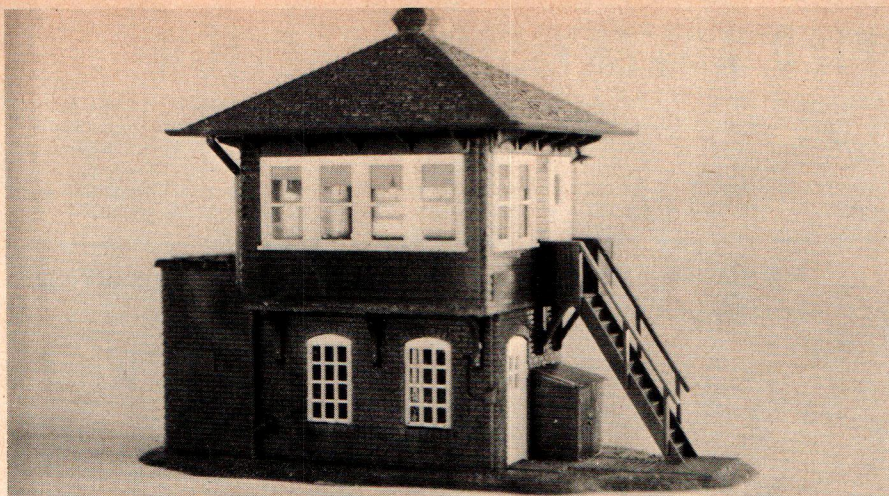
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and hood, headlights, and horn. Undercarriage details include springs, axles, wheels and hubcaps, muffler, universal and drive shaft.

Instructions are generally excellent, taking the construction step by step in four stages, supplemented with numbered exploded views. In a few instances, such tiny parts as hand brake location must be puzzled out but the color photo on the carton will prove helpful. The wheels turn in their axles and are fitted with black molded tires that press fit into place.

Each car comes complete with a plastic display case, which the model rail would find useful for display of small railroadiana items should he put his cars on the train layout. The variety of cars offered should be a big help to any modeler wanting to add to a period pike or old time trolley layout. A 1916 Stutz, for example, would still not be too old for a 1925

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Old Time Fire Engine: HO

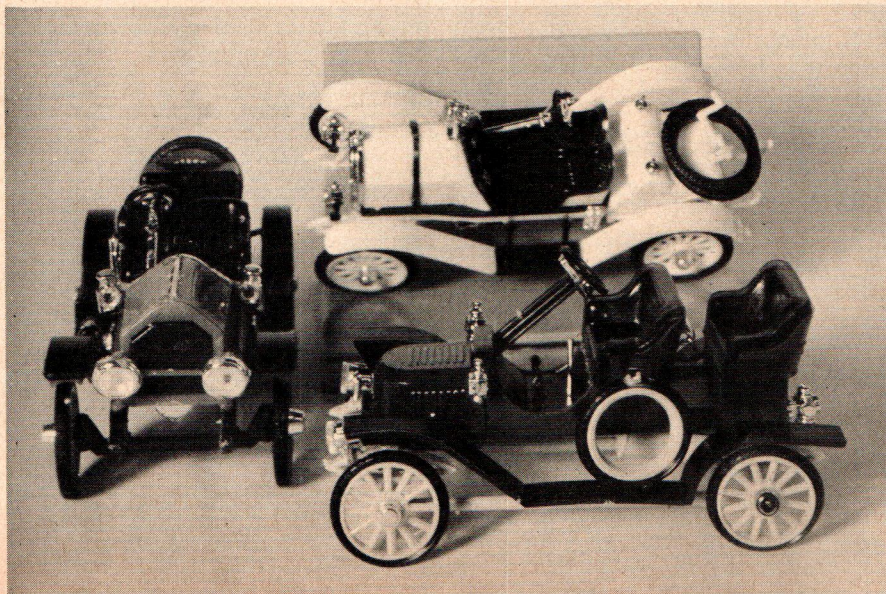
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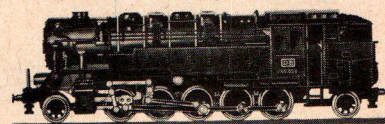
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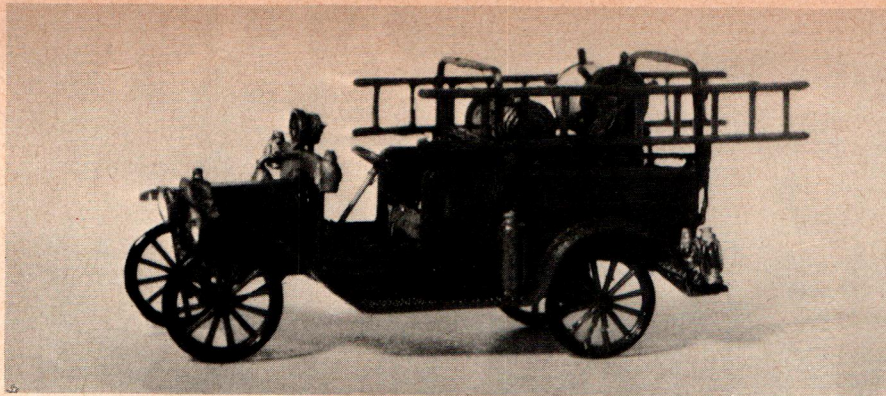
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Jordan old time firetruck is HO replica, all plastic, in craftsman type kit. Assembly takes some time but careful worker is rewarded with unusual highly distinctive replica. List, \$1.50.

Old Time Fire Engine: HO

Mfd. by Jordan Products, PO Box 5191, Grosse Points Farms, Michigan.

Do not be misled by the fact that the Jordan miniatures are the plastic kits. They are definitely not of the "quickie" variety.

The Jordan Highway Miniatures line includes a 1901 Curved Dash Olds, four Model T Fords, two Jeeps, four Mack trucks, a Depot Baggage Wagon, and several horse drawn vehicles. The prices range from 75c for the Baggage Wagon to \$1.75 for the Mack truck.

We chose to assemble the 1915 Ford Model T Fire Truck which sells for \$1.50. The castings were of a good quality plastic and there was little flash to trim. The Jordan kits are different from most other plastic kits in that the modeler is required to square off the corners of the castings and do much general fitting. Be careful when handling the small plastic castings as they are easily broken. However, the manufacturer encloses a replacement parts order form from which you may order any parts which were missing, lost, or damaged during assembly.

Two types of cement will be needed. One to bond the plastic and the other to bond the plastic to the wire used for axles and miscellaneous details.

No special problems were encountered in the assembly of this kit. However, it is recommended that you have some experience with plastic before you tackle one of these models. Steven Ahlstedt.

Signal Tower: HO

Mfd. by Atlas Tool Company, 378 Florence Ave., Hillside, N. J.

Although now available for several years, the Atlas Signal Tower has not previously been reviewed in this column but should be because of its classic design and generally fine quality.

Control towers such as this, sometimes called interlocking towers, are found wherever many turnouts need controlling: passenger terminals, freight yards, important junction points. Inside are found switch con-

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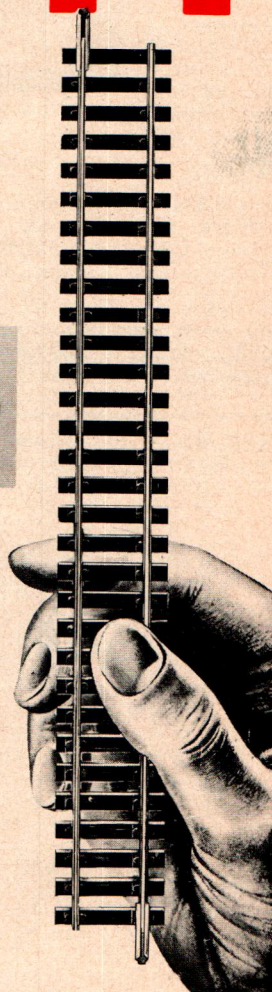
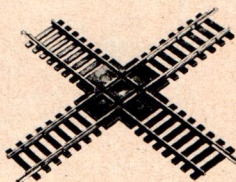
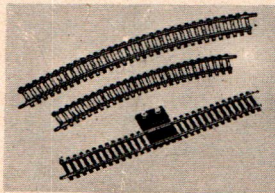
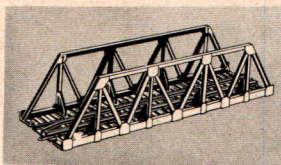
trol levers and other control devices.

The model is of all molded plastic construction with all parts precolored, eliminating the necessity for painting. The advanced modeler who would like to change the colors to suit the color of his other railroad structures should do the painting before starting any assembly work. Many of the smaller parts are more easily painted if left on the plastic sprues.

Most of the parts are quite clean of flash but a modeler's knife with a sharp, fresh blade will quickly clean up any flash and jagged edges left when breaking the part away from the flue. Decals are provided with the kit and should also be applied after any painting and before assembly.

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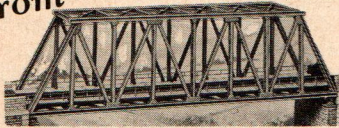


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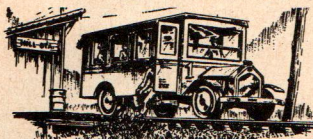
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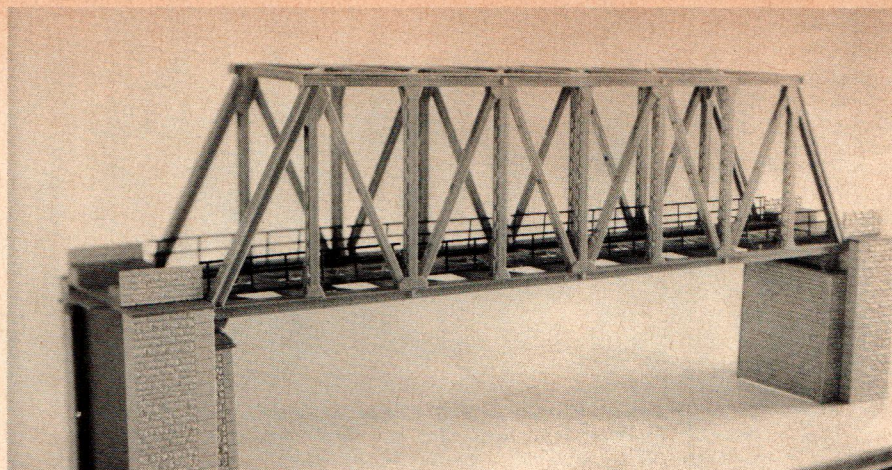


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Vollmer Box Truss Bridge is highly detailed all plastic model finished in gray. Stone piers come in separate kit. Model as shown takes several evenings to assemble. From A. B. Boyd Co.

Assembly is easy but it is recommended that the instruction sheet be carefully read before starting construction. The instructions are comprehensive and carry assembly through step by step. Assembling parts out of sequence could cause some assembly problems, so do follow the instructions in step by step fashion.

The base of the tower is in dark red brick, somewhat weathered in appearance. The second story is simulated wood clapboard construction in green, as are the brown steps. The roof is tiled, slightly unevenly to give interested depth and highlights. Windows are white molded inserts. Acetate is provided for the panes, some on the second floor having shades painted thereon. Several of the window frames are in a half open position. Small detail parts include a tool shed, barrels, rain spouts, dummy outside light, fuel tank, and various spouts. The plastic base is gray.

Ready to run fans can just place the completed model on their layout. Advanced modelers will want to work the plastic base into their layout, probably covering it with a thin layer of plaster or scenic mix.

Atlas No. 704 Signal Tower kit, an excellent value at \$1.29. Be sure to use styrene plastic cement in the construction and avoid smearing cement on exterior surfaces. Use cement sparingly. A little goes a long way.

Truss Bridge: HO

Mfd. by Vollmer in West Germany; imported by A. B. Boyd Co., 1030 S. Grand Ave., Los Angeles, Calif. 90015.

The Vollmer truss bridge in molded plastic is an amazingly detailed structure measuring 14 1/8" in length and about 4 1/4" high exclusive of bridge piers. The single track span is 3 1/4" wide. The truss bridge kit would more properly come under the heading of a craftsman type kit since assembly of the many component parts will take several evenings.

All major bridge parts come

molded in a deep attractive gray color. Exceptions are the molded brown plastic wood walks and the black plastic handrails. Some modelers might want to repaint the gray pieces, which should be done before any construction is started.

Construction is complex since the girders are made up of diagonal strips mounted inside the longer cross pieces. Modelers should have some experience before attempting to tackle this kit. Because the kit is made in Germany with much of the production going to various countries in many languages, the instruction sheet has been limited to a number of isometric views showing steps in the construction. There is no accompanying text. The modeler is cautioned to follow each step in the drawings in step-by-step fashion. Use styrene cement sparingly. Regular model cement will not adhere properly and will cause parts to fall apart.

Some modelers might prefer to use real wood strips in place of the plastic pieces provided. Just duplicate the plastic strips and install. No problem. Similarly, handrails could be soldered up of metal wire if desired. Our model shows the pure kit.

We did not install some extra parts provided in the kit: nets for the protection of painters or other workmen. If you build your bridge to show it being repainted, you might want to install some or all of these.

One unusual feature in this kit is the inclusion of the end bearings, those corner posts of the bridge which actually rest on the concrete or masonry piers and distribute the weight of the bridge and which take care of expansion and contraction. Two of the end bearings are simulated rollers. Vollmer box truss bridge No. 2506 kit lists at \$4.95 less piers. Expensive for a plastic bridge kit but well worth it in both detail, rigidity of the final model, and constructional pleasure. Incidentally, a piece of catenary is also included which can be inserted into prepared

holes for use by heavy electric or trolley modelers.

Stone Bridge Abutments: HO

Mfd. by Vollmer in West Germany imported by A. B. Boyd Co., 1030 S. Grand Ave., Los Angeles, Calif. 90015.

Vollmer's No. 2531 bridge piers come packed two to a kit, listing at \$1.75 per set. Of simulated grey

masonry construction, they are made for use with any Vollmer bridge and are ideal mates for use with the Vollmer No. 2506 Box Truss Bridge. With some minor modifications, the Vollmer piers are usable with bridges of other makers. Assembly is easy. The instruction sheet is wordless with clear, easily followed isometric views in four stages. Detailing is nice.



TROUBLE SHOOTING

Conducted by Bill Schopp
& RMC Staff

Questions for Trouble Shooting are welcome on any model railroad subject. Questions should be brief and to the point. We cannot undertake individual layout design work, nor can we recommend brands of merchandise. We will print those questions deemed of greatest interest to our readers. We will attempt to answer questions by mail when return post cards are included but cannot guarantee to answer all questions: Trouble Shooting, c/o RAILROAD MODEL CRAFTSMAN, 6 East Main St., Ramsey, N. J.

Electronics Parts

C. E.: A recent article on automatic train control lists several parts which are not available locally since there are no large electronics stores. Please send me the name of a reputable mail order house.

ANSWER: Lafayette Radio Electronics, 111 Jericho Turnpike, Syosset L.I., N.Y. 11791—Allied Radio, 100 N. Western Ave., Chicago, Ill. 60680.

Both of the above mail order houses will send their catalog free for the asking.

Stucco Building Paper

N. T.: I want to model my local railroad station but am stumped when it comes to the stucco finish. No one makes stucco building paper.

ANSWER: Sure they do. It's called sandpaper and is sold in hardware stores in various grades for various scales. Choose the grade which most nearly approximates the finish on the station in question for your scale.

Small Screws

E. R.: I am new to HO and find that I will need a great variety of small screws. What types and lengths would you recommend I purchase?

ANSWER: To keep the inventory to an absolute minimum I would standardize on only round and flat heads. Only the longest length screw need be purchased since it is a relatively easy matter to cut a brass screw to length. For most uses, purchase 00-90, 0-80, 2-56, and 4-40 thread sizes.

When you cut the screws remember to run a nut having the same size thread up the screw so that when you are through cutting and have smoothed off the end, you can remove the nut and chase the bugged threads.

Fishplates And Railjoiners

C. C.: What is the difference between a fishplate and a railjoiner?

ANSWER: For most model railroad purposes, there is no difference.

Telegraph Wire

L. D.: I use thread for the telegraph wire on my HO layout. My problem is that I just can't seem to keep the "wire" taut as it should be. Any suggestions?

ANSWER: Drill a small hole in the crossarm just below the insulator on each pole. Run your thread through these holes and down the side of the last pole. Under the table tie the thread to a small weight which will keep the "wire" taut. If you are really a perfectionist you might try drilling the holes in the insulators for the ultimate in realism.

This system keeps the wire stretched at all times but allows it to be removed for cleaning or when it is necessary to work near the poles. Some modelers omit the wires entirely, leaving them to the imagination.

Drawing Ink

S. C.: I am using drawing ink to simulate window mullions but I find that the ink "runs" too much. Any suggestions short of junking the bottle and buying another?

ANSWER: Try adding a small quantity of sugar to the ink. This should thicken the ink and reduce "running".

Gauge

S.T.: Gauge is commonly defined as the distance between the rails. Does this mean the distance between the inside surfaces or is this the center to center dimension?

ANSWER: It is the distance between the inside faces.

Feedwater Heater

R. A.: Why do some locomotives have an air tank placed cross-ways on top of the boiler in front of the headlight?

ANSWER: What you refer to is not an air tank but rather a feedwater heater which was used to feed water before it entered the boiler. A different type of feedwater heater was sometimes installed on the side of the locomotive.

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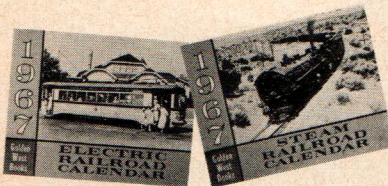
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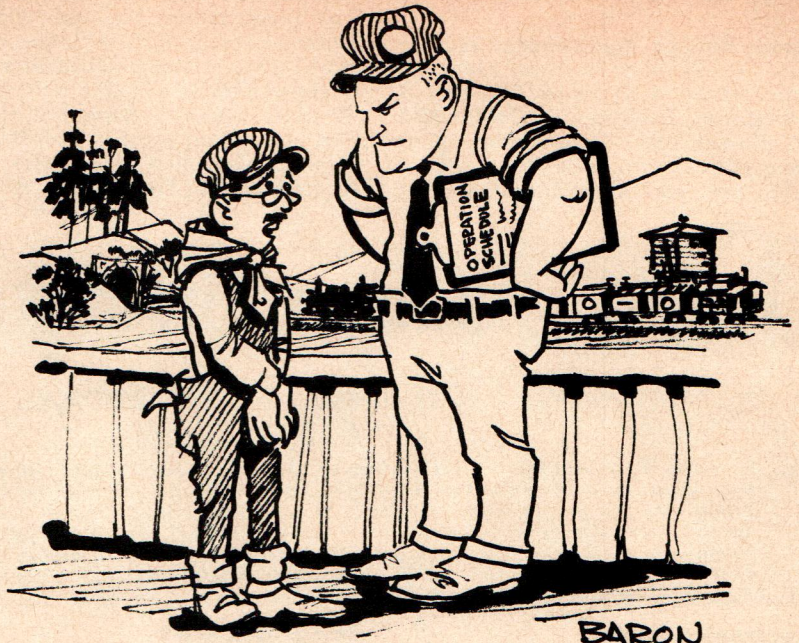
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BARON

"... I guess I'd rather switch than fight!"

Dust Preventative

E. D.: I have a small HO layout which is used infrequently. Between running sessions the dust buildup is really a problem. Not only will the trains not run, but the buildings are covered with a scale foot of the stuff. The layout is in the basement under an unfinished ceiling. What can I do to cut down this problem?

ANSWER: Go to your local building supply house and buy enough heavy gauge plastic to cover the top of the layout with just a little overlap. Make a frame of scrap wood to support the plastic about two inches from your tallest structure. When it comes time to operate, lift the cover either by hand or by use of a system of pulleys.

Striping For Tenders and Cars

K. C.: I would like to hand paint some ornamental stripes on my cars and tenders but find masking tape lacks the fine edge required.

ANSWER: Try using a pressure sensitive tape (Scotch, Texcel, etc.) Any tendency to adhere to the paint can be lessened by rubbing your fingers gently along the edges.

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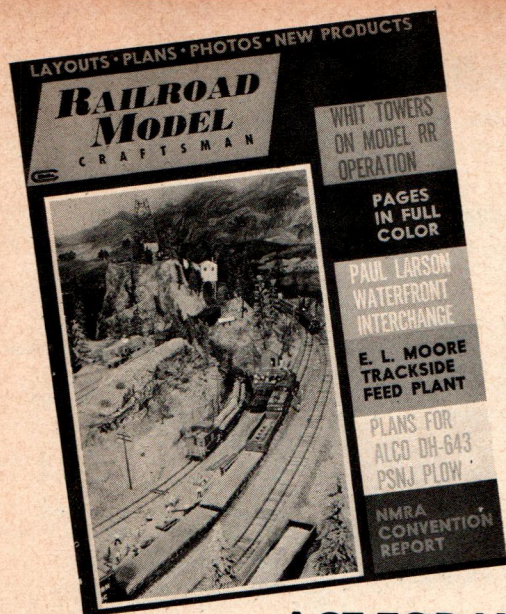
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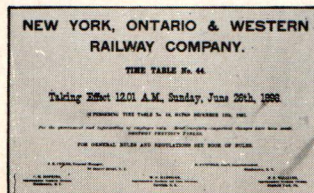
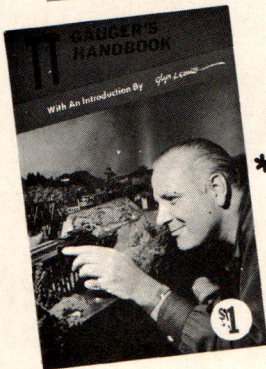
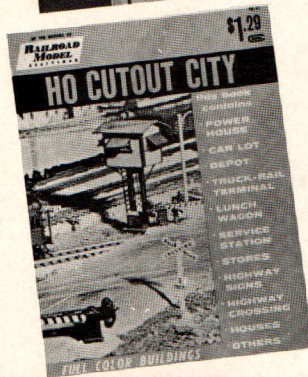
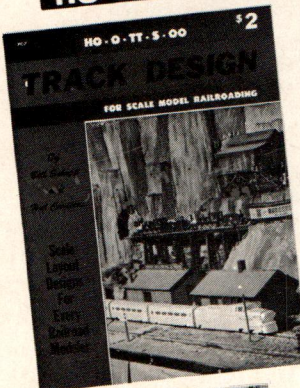
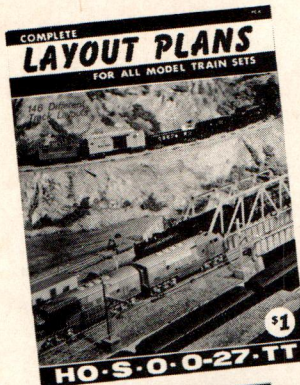
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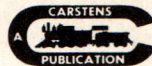
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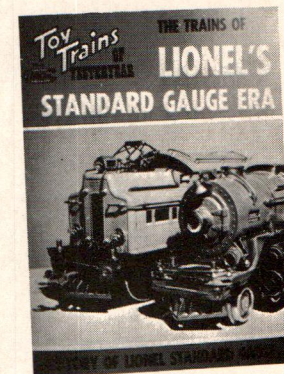
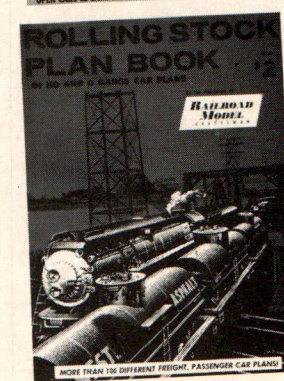
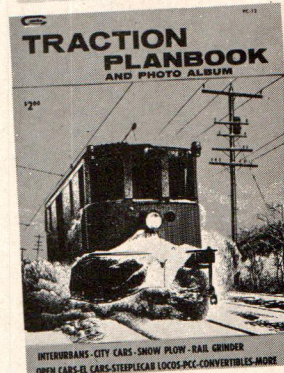
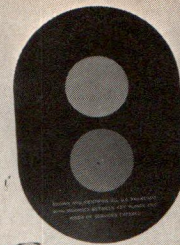
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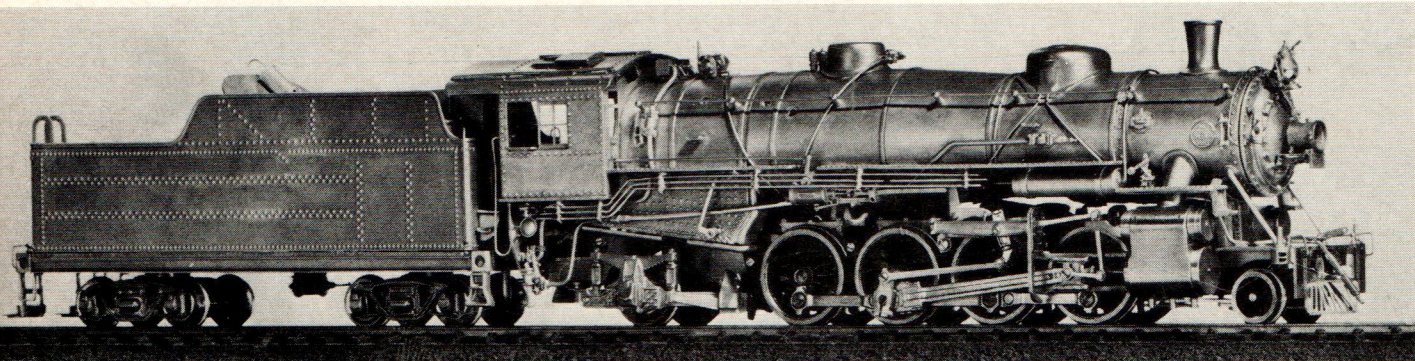
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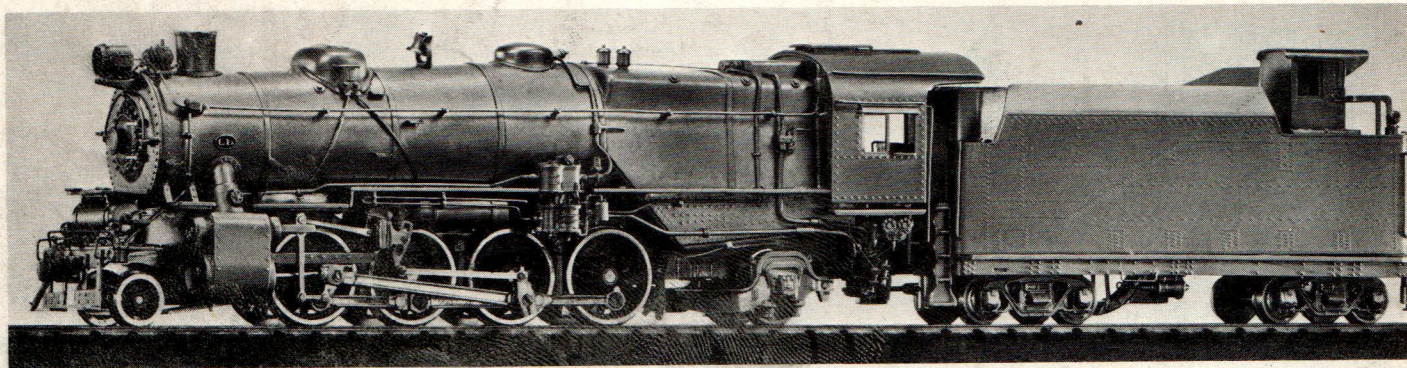
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